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Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

Herefordshire Ramble | Hints and Tips – Part 1

Letters: Saving my sidevalve in Canada,
and friendly MoT garages

Three new Regional Contacts



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Cover photo from Laurie Menear: the shot of a lifetime.

John Porter

Editorial

During this year I have been collecting the front pages of *Classic Car Weekly* and *Classic Car Buyer*. Why would I do that, you may ask? Well, between them they have on their front pages announced various disasters that were befalling our hobby. They were, not in any particular order, VNUK (public liability insurance), Ethanol, banning our cars in European cities, congestion charging in the UK, road worthiness, MoTs, VHIs, IVAs, substantially altered classics, controls on battery acid, and the latest is a report that there are rumoured to be many unsafe non-MoT'd vehicles on our roads. The end result of all of the scary reporting must be to make the average old vehicle enthusiast wonder what exactly we have done to deserve such attention from the authorities. There is something about motor vehicles and drivers that seems to excite the Civil Service in a way that no other group does. I wonder why that is? Perhaps it all started with a man with a red flag being required to walk in front of early motorists that held back our fledgling motor industry, and our various leaders and civil servants have never really let up since. The upside is that the FSOC is a member of the Federation of British Historic Vehicle Clubs, who keep a watchful eye on all of the antics of the authorities, both in the UK and in Europe.



At the risk of repeating myself, those of you that have a sidevalve without a V5C should be aware that we live in some interesting times with the licensing authorities – DVLA, DVSA and DfT. If you buy a sidevalve without a log book or any documentation then, as I said last issue, *don't pay too much for it*, as you will have some work to do to get a V5C. Spell this out to the seller and certainly do not listen to the seller who may say, *'Oh, I have lost it. You just need to get another logbook from DVLA,'* or, *'Get the sidevalve club to write a letter.'* Any application for a vehicle of this sort will have to be for an age-related number. DVLA will issue one of these numbers only if the vehicle is roadworthy (with proof from a motor engineer) and has a current certificate of insurance. The club will inspect the vehicle and write a dating letter so that DVLA have a date of manufacture. On some occasions the DVLA will send out their contract inspector to also verify the vehicle. FSOC does not make the rules; we just provide DVLA with the evidence and, in the process, assist club members to present an application that meets with the requirements. Sometimes it can get frustrating but there is no legal way to buck the system, which is getting more demanding each year. Please remember that FSOC registrars are volunteers and give up their free time to assist with the registration process. There is nothing in it for them but the satisfaction of another sidevalve on the road. As with the NHS, BT and others, if applicants abuse our club officers then we will simply return their application to them.

Late in August, our social media and publicity officer, Stuart Battersby, left with his worldly goods to settle in New Zealand. He will continue to provide support for our online services together with Sally Litherland. So, if you get emails and other communications in the wee hours, that may be Stuart. Naturally Sally will be on UK time ... I would personally like to use this opportunity to thank Stuart for all of the work, much of it behind the scenes, that he has put into modernising the FSOC's online presence. I am sure that the FSOC committee will join me in wishing him and his wife, Helen, a smooth transition from the UK's (frantic?) pace of life to that, we hope, they experience in New Zealand.

FSOC Regalia Collection for 2019. New clothing and other items have been added to the FSOC regalia list — a little too late for this issue. Full details will be in the December issue, and earlier on the FSOC Facebook and website (members' area). As Mark Harvey gets the items photographed, they will appear in the members' area. The new items will be available to order online from the club webpage and there will be a telephone ordering service as well — 01934 521000. Payment for telephone orders can be card or cheque with online payment by card.



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Brian Cranswick

Events

Another events season will soon be finishing, and what a great summer we had! There's not

much to list this time until it all starts again next year. Below is a great photo from my archives, and one of the best gatherings seen at the AGM held in my area a few years ago.

A reminder to all the area groups: please keep the events coordinator notified at events@fsoc.co.uk of all your events that will have a club stand, as this is a requirement for the FSOC insurance cover.

9th, 10th & 11th November, NEC Classic Car Show, Birmingham. Club stand.



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Richard & Trish Greenaway

Kent

Recent events

First up for this report takes us back to the middle of July, when we held our annual Kent Fun Day. Thirteen members plus partners came along for a BBQ, games and a chance to win the Driving Challenge. It was good to meet up with ex-Kent members Bernard and Pauline Gardiner, who were down for the weekend from Yorkshire. This year we reverted back to having to negotiate the driving challenge with a ball in a flattish bowl fitted on to the bonnet. With only three cars to go, Mike Randall in his 100E Pop was winning with a time of 1m 14s. Next up was me, clocking a time of 1m 11s. Next to go was Glen, who would have won barring a 10s penalty for dropping the ball as he finished with a time of 1m 17s (better luck next year). Last to go was Ian in his Siva, but he could manage only 1m 26s, so the trophy came home with us. Can I give a special mention to Anne Hull who, although not the fastest, was the only female brave enough to have a go, in her E493A.

The following week we had the All Ford Show, which had been rescheduled from earlier in the year due to heavy rain. Unfortunately, we were well down on numbers from the original date due to clashing shows/holidays, but the fourteen that came along put on a really good display, especially so as we had ten different sidevalve models for the public to look at. To top it off, we were presented with the Best Club Stand award – not bad, as virtually every other vehicle on the field, be it individuals or club stands, were 1960 or newer. When they first started the show about seven years ago, many of our members were a bit reluctant to go as they said it would be all Escorts, Capris and Granadas, but as I said, if we don't attend then it will be. So it just goes to show that at least the judges are interested in the older Fords.

Our next event, the Summer Picnic, unfortunately fell foul to the weather, which was our only casualty of the year (so far).

A new show for us this year as a club stand was the Biddenden Tractor Fest. Although only seven attended, I'm sure most would agree it was a great day out, with lots to look around, and certainly a strong contender for another visit next year.

Next up for us was the annual Kent Classic – for me, one of the best of the year. With close on 700 vehicles, it was lovely weather and great company.



Photo 1

As well as our regulars it was great to finally see Rex Berrecloth in his E493A (Photo 1) venture down from Essex to join us for the day. He first rang me about three years ago to ask if he could join us at the All Ford Rally. Due to a couple of unforeseen circumstances, plus having issues with the Prefect, he never made it until this year. He was telling me that before his trip to Kent, the Prefect's longest journey had been 35 miles, so he was a brave man to head across the water on a 140 mile round trip (assuming he got home OK). We hope to see you down again next year sometime. The day finished on a high as we were presented with the best club stand award (Photo 2). As we entered only two shows that award prizes, this gave us 2 out of 2 for the year.

Future events

Unfortunately we have only one more vehicle event for the year, which is the annual Offham End of Year Gathering – a great day out if the weather is good. If you've not been before, make a date in your diary for Sunday 21st October. Be warned – don't leave it late before you turn up. I would recommend you are there by 9:30am.

That leaves us with our now annual Christmas meal, which this year, as last, will be at The Bull in Penenden Heath, near Maidstone. We've already

pre-booked the conservatory for 30 people, but are able to extend that to a maximum of 40, so if you haven't already booked and would like to attend then please get in touch ASAP. We will as usual be holding a raffle and 'guess the weight of the cake', and hope Chris will be up for giving us a few numbers to sing along to (see below).

New member

Speaking of whom, can I give a warm welcome to new member Chris Hillier and his partner Anne. We first met them when they came along to the Wrotham Steam Rally. Chris has a very tidy 100E Prefect which, when purchased, needed the brakes plus a few bits and pieces sorting out. Since then, with the guidance of Glen he's had it out on a few short trips around his local area. Maybe he will be brave enough to bring it along to our end of season Offham event? Chris's other hobbies include singing in a local band, so whilst at the Kent Classic he spoke to Chicory Tip (how many of you can remember them?), who were performing on the day, to ask if he could take the mike for a couple of songs. This he did, even getting the crowd going at one point. He was even promised a stint at next year's show; hopefully he will do the same for us at the Christmas meal.

Photo 2



Fred Tutt

Surrey

Little acorns

We have been seeing members attending the local classic car shows as a group for some years now. Attendances have been modest but it is pleasing to report that we have planted an acorn in the ground and, whilst it may not develop into a mighty oak, we have had an enjoyable time, met other club members, promoted the FSOC and gained enough experience to believe it will be worthwhile to organise a programme for 2019.

Leigh Summer Fayre

We had three sidevalves on display on a lovely July day at this quintessentially British village show in the heart of the Surrey countryside. There were over 20 classic cars of various makes and vintages on display. We met at The Plough pub in the village, where the lovely landlady, Sarah, provided drinks and sandwiches before we drove through the country lanes in convoy to the cricket ground, where the cars and their owners were presented to the crowd, with our club getting a mention.

The club members in attendance were the Wayne, proud owner of his 1958 Anglia at Capel.



Under the bonnet of 425 FPE.



long serving Tony Russell with his very rare 1937 Ford 7W Tourer (EYH609), of which there are only six known survivors worldwide and two in the UK; Adrian Polley with his 1956 103E Popular (376 HMX); and Fred Tutt with his 1952 E493A Prefect (NJJ 714). Wayne Parkhouse would have been there with his 1958 100E but unfortunately had broken his leg a few days before.

Cranleigh Classic Car Show

We were due to attend this show but were completely misled by the Met Office website. The forecast was for heavy rain and a message was communicated to all the active Surrey members that we had cancelled the FSOC attendance. However, as it turned out, the weather was nothing like as bad as had been forecast, and although there was some drizzle, we will never know what the support might have been. It was a pity as we were hoping to meet up with new member Alan Durbridge, his grandson Ben and their newly restored and brightly coloured orange 100E that the club had helped Alan to register with the DVLA.

Capel Classic Bike and Car Show

Over the years the Capel show has grown into the largest village fair in Surrey, organised by the Friends of St John the Baptist Church in Capel, with over 600 exhibits on display this year. Last year over £12,000 was raised for the church.

We were allocated a space to showcase the club and it was great to see Wayne Parkhouse had recovered from his broken leg, with two cars on display, his 1958 100E Anglia (425 FPE) and a 1957 F Type Vauxhall Victor (UDA 138). Wayne is a real enthusiast; both his cars were beautifully restored and attracted lots of admirers.

Angela Hume was there with Babs, her pre-war Prefect E93A (HPB 862) that has been in her family since new, and also supporting were John Underwood and his wife Dorothy, who came up from Sussex in their immaculate 1959 Prefect (XNP 601) with its unusual sun visor and still in showroom condition.

Long serving member Peter Burton's two-owner 1946 E93A Prefect (FOY 717) was on the stand but unfortunately Peter is unable to drive the car and a friend of his, Peter MacDonald, kindly stood in for him.

Other News

One idea we would like to develop in our reports is to publish the stories of the many members who have restored or are undertaking the restoration of a sidevalve car by sharing their



Tony Russell with his rare 1937 7W at the Leigh Summer Fayre.



Angela with Babs at Capel.



Adrian Polley with his 1956 103E at the Leigh Summer Fayre.

experiences for others to enjoy. We plan to publish the first in the December issue.

Surrey Regional Group Meeting

Our next get together will be on Tuesday 16th October at Effingham Golf Club (KT24 5PZ). Details will be circulated in advance. We will catch up on the various restoration projects, have a questions and answer session with some of the more experienced members, and talk about what events to organise for 2019.

Robin & Jennie Thake

Three Counties

What a glorious summer we have had! Plenty of sunshine and high temperatures, and at some shows we even had to look for shade.

July was a busy month. The first show was Hollowell Steam, near Northampton: plenty of cars, traction engines and arena events including heavy horses. The next show was a village show at Croydon, near Huntingdon. It was the same day England were playing in the World Cup and so the organisers were not expecting many cars to turn up, but they were proved wrong and we had a full field of all sorts of vehicles. At the end of the month we went to the Chiltern Open Air Museum where houses, a school, a chapel and many other dwellings have been brought back to how they were in the past.

Our first show in August was a kite festival

at Royston – a glorious sunny day and no wind, so therefore the kites had problems flying. In complete contrast our next show on August Bank Holiday weekend – the Little Gransden Show in Cambridgeshire, in aid of Children in Need – was a wash-out. It was a mistake not to follow the forecast of some rain, as it poured all day with only four aircraft able to fly, and we sat in our cars seeing more rain than aircraft, so we left for home at 3 o'clock. On the Monday, with better weather, we went to Quainton Railway which had a large turnout of cars, lorries, motorbikes and military vehicles. We enjoyed our trips on the various steam trains running on the day.

Jen and I went to Somerset for our holiday (modern car) and we met up with Robert and

Janet Palmer of the Somerset group, who took us out for the day in their Upright Pop to the West Somerset Railway. It was a great journey in the Pop. Being a passenger, I could view the countryside instead of the road. I was impressed with how well Rob's car runs, climbing hills in top gear whereas my Anglia would be slow and in second gear. We had a trip on the steam train to Minehead and back to Bishops Lydeard, and on the return trip in the Pop we stopped at a very nice pub for a meal. Thanks, Rob and Janet.

We are getting close to the end of the show season as I write this report, with only three more shows to go to including our annual trip to North Norfolk Railway at Holt for the forties weekend.

Julian Heath

North West Midlands & Welsh Borders

At last I have managed to put together a report from the North Mids and Welsh Borders! My first, actually, since taking over from Stuart Battersby, whom I must thank for helping me with various issues with my own 100E, and getting me involved with the FSOC. My own interest in sidevalves started back in the early 1980s when I purchased a Linden Green 61 Popular for £125, taxed and tested, reg. 834 REH. I moved on to Mk II Consul Zephyr Zodiacs (three of them), and spent silly money on a VW Beetle and Standard Vanguard, before returning back to the fold with my 56 Prefect.

Now, what has been happening in our region? Our monthly meet at the Peacock has a regular attendance of five or six; sometimes we hit the dizzy heights of eight or nine! We are lucky in that there are so many events within a 50 mile radius throughout the summer that we are spoilt for choice. Apart from the big event at

Tatton Park, we had club stands at Lymm and at Shrewsbury showground, where a number of members dropped in on their way back from the AGM: Nigel Hilling, Steve McKenna and Peter Tinsley. A good turnout on both Saturday and Sunday. The good weather at both these shows was in short supply when Roger Pask, Alan Chapman, Richard Jones and I attended Audlem festival in August. Vehicle numbers were down, but the drive from Hankelow to Audlem and seeing all the people at the roadside waving (the organisers close the road to all but the show vehicles) is a fascinating experience. The only problem on the way home was fuel issues with Roger's 103E, which proved how well electric fuel pumps can pull rust fragments from the tank!

September 1st was a wonderful sunny day at the Eccelshall show. Car numbers were 300-plus. It's amazing how this little show

has grown from what was a small county show with something for all the family. Not everyone is happy with vehicles taking over but the organisers cannot complain. All they ask for is a donation of at least £3 from each vehicle. Ken Latham in his Ford Consul, Les Banks in his Prefect 100E and me in my 100E were in attendance. The following day saw me doing a solo trip to Cholmondeley Castle in deepest Cheshire for the 1000 Classic Cars rally – a fantastic day, spoilt only by the organisers putting the pre-60s vehicles at the top of the field on a grassy slope. Most owners commented on this and I wondered what would have happened if this spot had been allocated to the Jaguar Drivers Club, or Mercedes owners? Alan Chapman, Arthur Speakman and new member Tony Madden, in his gorgeous E493A, were all in attendance, though I don't think Arthur was in his Ford Special.

Mark Harvey

East Midlands

Well, here we are again; article writing seems to come around so soon!

As some of you may know, I have recently taken on the role of Regalia Officer. Some of the new FSOC branded lines were shown in the August magazine, and the finalised list of clothing and accessories will be available on the website soon. We have manuals, key fobs, mugs, stickers, grill badges etc. in stock. Please email me at harve65@hotmail.co.uk with any enquiries or required items.

Well, it's been a lovely summer and I have taken the opportunity of driving my car as often as possible, as I am sure many of you have. August 19th was due to be the Lupin Farm Classic Vehicle Show here in the Midlands, a great show and growing yearly. Sadly, this year's event was cancelled due to ill health. I have recently spoken to Edwin, the owner and organiser, and he is on the mend and the show will be back next year. So, we decided to organise our own drive out day through the Leicestershire/Derbyshire countryside. We met at the Cattows Farm Tea Rooms for refreshments before heading off to a pub for Sunday lunch (Photo 1).

We set out toward Swepstone and Measham, into Ashby-de-la-Zouch and out towards Calke Abbey. Passing Calke Abbey, we headed out to Melbourne (not Australia, as even we couldn't get that lost!), continuing on to Stanton Bridge and bringing our little 16-mile drive to an end at the Crew and Harpur pub at Swarkstone, where we enjoyed a nice lunch with good company. I'd like to say a big thank you to Liam Cotton and Carolyn for organising some en-route questions to test our observation skills, and to Colin, Mick and others from the Coventry group for coming along and supporting our little group.

Next up came August Bank Holiday weekend. The Sunday being a complete washout thankfully left a dry Monday at the Kings Bromley Classic Vehicle and Tractor Show (Photo 2). Sadly this show never really got going, with a spattering of cars, tractors and lorries.

On Sunday 2nd September we went along to the monthly meet at Middleton Hall in



Photo 1



Photo 2

Warwickshire. Like Calke Abbey, this makes a good day out with pleasant walks, and dogs are welcome at both. This is an enjoyable, relaxed small meet. It was a lovely sunny day that drew out some very nice vehicles, from American trucks, Morris, Ford, Alpha and others in attendance with some of our sidevalves present too.

So, to the rest of the year! As the show season draws to a close and the sun disappears, we are hopefully going to arrange another drive out and take in lunch along the way. I am also looking into the possibility of



Photo 3

arranging a Karting event at Tamworth Daytona Kart track. If anyone would like to join us, please get in touch so I can get an idea of numbers.

Don't forget to come and say 'Hi' to us at the Classic Motor Show at the NEC on November 9th-11th: Hall 5, Stand 685 (close to the discovery live stage). There will be regalia available to buy over the weekend.

Lastly, I'd like to welcome Ross Walters and his Special (that he has owned since 1970) to the East Midlands Group (Photo 3).

Ivor Bryant

Bristol and West

I don't regularly send reports into *Sidevalve*.

The last report was this time last year. Last year I commented there appear to be few active members in this patch centred on Bristol, and this remains the case. We have a few new members in the patch.

Events attended this year included the Classic Car Show in February at Shepton Mallet. We had a stand in the Showering Pavilion again; for those who've been to this show, that's the one with the heating.

At short notice we were allocated space for two more cars, so took it. I think they are struggling to fill this show. In early days we were lucky to get space for two cars in the cold cowsheds. Thanks for exhibiting go to Alan Garrett with his 100E, Rob Palmer (103E), Alastair Burian (E493A), Tim York (103E), and John Porter (Siva). I took my rolling chassis.

All being well, we will attend this show in 2019, so I will be looking for exhibitors and volunteers to man the stand. This will be February 9th and 10th.

Late May Bank Holiday, 28th May, we were in the meadows of Berkeley Castle. John Porter was there in the Speedster; I took the E494A Anglia. Long-standing member Brian Price was there for the first time in his Mk 1 Escort. There were hundreds of classic cars at this event, pre-war and moderns.

The Dig for Victory Show in Wraxall was on June 9th and 10th. This was attended by John Porter with his Siva and myself with E494A Anglia on the Saturday. Phil Wookey was there with his Model Y. Sally was there too but without her sidevalve.

I missed the Old Ford Rally this year, opting for a new local monthly event in Yate, which had only

a few attend. My Anglia wasn't running too well and, as it was, wouldn't have made Gaydon.

The weekend of 3rd to 5th August saw the Gloucestershire vintage extravaganza at South Cerney. Among the exhibits were the yellow and black 103E seen last year at Sharpness, a white 300E van, Wickham Railway trolley, Pattison Tracta Roller and a Mercury tug.

Wednesday 15th August was an evening gathering at Sharpness Docks. A good attendance of cars, motorbikes and commercials: John P with his Porsche Speedster; Graham Marsh (100E), the white 300E Van and Colin Bennett's seriously rodded E494C. I took my 7Y out for the first time in about two years.

The next event for me was the Gloucester Retro, August 25th, with classic cars in the streets in the centre of the city. John P in his Porsche Speedster met up with me and the 7Y on the way for a quiet drive up the A38. John had set off in the Siva but it seems it had other ideas. We met up with Graham Marsh with his Anglia 100E on the outskirts of the city. We were joined among many other cars of various ages by Nick and Annette Whitehouse from Worcester with their beige E494A Anglia 1952, Robert Broughton from Lydney with his Dellow, and the white 300E Van seen at Sharpness (and South Cerney).

We meet with the Horton Historic Vehicle Club, third Wednesday of each month. We arrange talks, Drive-It Day runs, quiz nights, and show and tell. There are generally about 15 at the meetings with cars including an Austin 7, Morris 8, Mustang, Midgets, Calibras, RS 2000, Land Rovers ...

Rob Howes at Saul Junction.



Mercury tug at South Cerney.



300E Van at South Cerney.

On Sunday 9th September the Horton club had a run to Saul Junction for a bring-your-own picnic. This was a run of just over 20 miles on the south edge of the Cotswolds, partly along single width lanes, partly on three-lane sections of the A38, and ordinary roads between.

There was an open invitation to anyone who wanted to join in, no booking and the picnic obviating the complication of organising a pub lunch. We had about 13 cars on the run. I took the 7Y and we were joined by Rob Howes with his 100E-engined 103E. Other cars included a Riley Monaco-based open sports and convertible Capri (one off, not Crayford).





Photo 1

Nigel Hilling

Yorkshire

News and events

Another rally season is almost over, but with one of the hottest summers in recent times, we have enjoyed good weather at many events. We've also had fine weather for most of our monthly pub meets at the Reindeer and even sat outside one evening. Meetings continue at the Reindeer on the last Tuesday of the month, except for December when that meeting will be replaced by a Christmas meal early in the month. We have filled the available space for a meal at the Reindeer in recent years, so if you would like to join us, let me know now as I may need to consider a larger venue.

For up-to-date, local information, please visit the FSOC website, click on 'regions/UK', then scroll down and click on my happy, smiling face to access the Yorkshire pages.

Newby Hall

This event continues to clash with Gaydon, which is unfortunate as I'd like to attend both.

We had a good turnout including a few invited friends to pad out the generous space that we are generally allocated (Photo 1). The weather followed the pattern of the summer, being dry and sunny throughout the day, and we were glad of a bit of shade from the trees. The show is for pre-1973 vehicles only but still attracts 1500 entries and includes a large autojumble – well worth the visit. There were other sidevalves in with the general classes and it would be good to see them come on to the FSOC stand – just enter as FSOC next year.

Hebden Bridge

We had yet another sunny day for Northern Sidevalve Day at Hebden Bridge, with about 20 sidevalves in attendance. I must have been talking to too many people as I didn't take any photos of the group. Many of our number went into the town to sample the delights of the pubs, restaurants, and shops, only a short walk from the rally field.

Blue Sky Run

A couple of years ago, shortly before Julian Ashworth had his first stroke, he and Gerald Pollard agreed to have a run up through the Yorkshire Dales to the Tan Hill Inn, the highest pub in Britain. Julian never recovered to be able to do this run so, following his funeral earlier in the year (following a second and fatal stroke), Gerald decided to organise a run as a tribute to Julian, 'Mr Blue Sky'.

In late August, four of us met up in Malham for a ride through stunning scenery, passing through Kettlewell, Buckden, Hawes, and up Buttertubs Pass to Tan Hill for a celebratory lunch and a toast to Julian. Photo 2 shows the views from the car park at the pub and the glorious weather that we had both days. I had a meeting that evening so completed the rest of the run that afternoon/early evening, whilst the other three stopped over for a relaxing evening in Leyburn before following the rest of the route back down to Grassington and Skipton, and then home.

Photo 2



Joe Wheatley

Merseyside

I have missed a lot of shows this summer, some for positive reasons, some not. Two weekends in June were taken up by Jill and Lex's ordination as Anglican priests, and a weekend in July by Alex and Emily's wedding. I was also out of action for the rest of July after another operation on my left eye due to a partially detached retina (hence no report in the last magazine). Many thanks to all those who sent me 'get well' messages online and in person. After some issues in August, I'm now well on the mend, though I will need a further procedure in the new year, and writing and typing is still a bit difficult.

I'll therefore be jumping about a bit, covering some shows that would have been in my July report and some more recent. I intend to report on our Tatton Park shows in the December magazine. See Nigel Hilling's Yorkshire report for the Northern Sidevalve Day at Hebden Bridge on 5th August, as I've already written too much!

Wirral Classic Car Club, Clatterbridge (Sunday 13 May)

As usual, Dave Rothwell and I met up near St Helens and drove through Liverpool and the Birkenhead tunnel to get on to the Wirral. Dave was in an unrestored black 103E, perfect mechanically, but with loads of 'patina' (surface rust!) protected with a wipe over of two-stroke oil. Richard McDonald, a local member, was there with his nicely restored 100E Anglia, and new member Robert Preston with his very nice Siva Edwardian. (See this issue's Specials Register.)

This show has grown considerably since moving to this venue a few years ago, now with several hundred mostly immaculate



Warrington Golden Square: Freddy, patinated 103E and Bernard's Pop.

vehicles on display. Despite all these beautiful and sometimes exotic exhibits, the car that attracted most attention and comments was Dave's unrestored Pop! People do like to see an unrestored example of a familiar vehicle from their past.

Warrington Golden Square – Bentley Drivers Club (Sunday 20 May)

Jill's church is next to the Golden Square shopping mall and I spotted a sign for this event, to raise funds for prostate cancer, in the lifts from the car park. I cheekily contacted Alex Entwistle, the organiser, and asked if we could join in. Dave and Sue R came out in the 'patinated' 103E, Bernard Ellicott in his 100/7E Pop, and Arthur Speakman in his Falcon Caribbean. We appropriately set up base next

to the 'Mad Hatter's Tea Party' under the old Butter Market in the middle of the mall, and our cars attracted just as much interest as the Bentleys, Ferraris, Porsches and other exotica.

Chipping Steam Fair (Saturday 26 May)

Another one of our regular events, right in the middle of the Trough of Bowland, which makes for an interesting drive to get there. I met up with Dave R in the black 103E again and we were joined by Bruce and Carol Allan in their 107E. We also met Terry Mortiboy with his lovely Model Y Tourer, a very rare car in immaculate condition.

Bruce had a Model Y for many years, changing it for a more 'drivable' 100E Prefect several years ago. Earlier this year he decided

Preston. From left: Dave's Roller, Freddy, Bruce Allan's 107E police car, Peter Tinsley's 7W.

Preston: Peter Sutton and wife with 100E Pop and prize for Best Post-War Saloon.



Brian Cranswick

Cambs, Lincs & Norfolk

he would like to 'upgrade' to a 107E if he could find one in similar condition to his 100E. Dave R had sold a 107E a few years ago and he contacted the chap, to find that he was now looking to sell it again. Dave bought the car back, took Bruce's 100E in part exchange and sold him the 107E. This is an interesting car as it is a black ex-police vehicle first registered to the Essex constabulary. It has a large (non-working) radio set, and a zip in the headlining to access the connection for the lights and police sign, which is located by magnets on to the roof. Bruce has replaced the interior (from a 107E that Dave was breaking due to terminal rust; I think a certain Mr Jim Norman also purchased some doors from it) as the original interior was a bit tired compared with his 100E. It is a very nice, interesting example and draws a lot of attention at shows. However, I'm very disappointed that Carol has yet to dress appropriately as a WPC to set off the car.

Classics in the Park – Preston (Saturday 11 August)

I met up with Dave (not in a sidevalve today) on the outskirts of Preston, and we waited until Peter Sutton and his wife went past in his 100E Popular. This show is held in Miller Park in the centre of Preston, a lovely setting in a natural amphitheatre near the river. We were fewer in number this year: Dave, Peter S and myself, Bruce and Carol in the 107E police car, and Peter Tinsley, all the way from St Asaph in North Wales in his 7W. Despite reduced numbers, we had a winner in the group. Not Peter Tinsley this time (he regularly gets prizes with his 7W and E93A) but Peter Sutton was awarded Best Post-War Saloon with his immaculate (ex-Ken Latham) 100E Popular.

Sidevalve sightings

I recently spotted a smart 103E, reg KFW 919, at the Ramsey 1940s show. I have not seen this Popular around in the area for some years now. It used to belong to a Cambridgeshire group member, Mick Ward, in the late eighties.

He did a nice job of restoring the car, including installing the correct dash-mounted original Ford radio kit (what a great find!). A tribute to all his hard work is that the car still looks really good today. Unfortunately, I did not get chance to speak with the now current owner (is he a club member?).



Terry Mortiboys' Y Tourer at Chipping, Bruce Allan on left and Terry on right.

Clatterbridge: Richard McDonald's 100E Anglia.

Golden Square: Bernard Elicott's 100/7E Pop with Mad Hatter's Tea Party behind.



John Duckenfield

Regional Report

Regional news

Regrettably, two Regional Contacts have recently resigned, but I am very pleased indeed to report that three new Regional Contacts were appointed at the committee meeting on 22nd September:

Northern Ireland

Unfortunately, Paul Byrne's work is taking him out of the area so he has found it necessary to resign as the FSOC Regional Contact in Northern Ireland. The good news, however, is that Paul is taking his Anglia with him so he will remain a member of the FSOC.

Isle of Wight

Having sold her sidevalve, Evangeline, in favour of a 1936 Austin 10 – that she apparently 'immediately fell in love with' – Lucy Watson thought it best to resign as Isle of Wight Regional Contact. She writes, 'She (the Anglia) has gone to my neighbour ... so is not very far away ... and I will still be a member as I love the club ... it's such a great club ...'

The Solent Group

Taking over from Lucy is a friend of hers, David Barry, who has a connection with sidevalves dating back to 1967. Dave has suggested that, in the absence of any Regional Contact/Group across the water, the area covered by the group could be extended to include parts of the mainland adjacent to The Solent – hence the new name! He writes:

'Could we possibly consider including some parts of the close-by mainland as part of the Isle of Wight regional area, if only for the time being until a Regional Contact is nominated? After all, it's only four and a half miles of water between us and the very large population centres of Portsmouth and Southampton? Maybe even go as far as Chichester in the east and, say, Ringwood in the west? Bigger population equals more cars and of course the Island is perfect for rather slow old cars as we have no motorways and only one short stretch

of dual carriageway...

... As a matter of interest, my connection with sidevalves goes back to 1967 when I sold my Lambretta and bought a Morgan three-wheeler fitted with an 8hp Ford engine. This was followed by several Populars and Prefects until I emigrated to Australia in 1974. Once established there I owned three or four Anglia Tourers in quick succession, two of which I shipped back to the UK whilst a third went to Ireland. I bought a basket-case 1939 8hp Tourer (7Y) in about 2007 in Brisbane and brought it back to the UK in 2009. Since then I have gradually restored it and it's almost finished. I have broken up a couple of rusted out sidevalves that I have discovered here on the Island plus I have also shipped in a lot of new parts from Australia. So I do have a fairly adequate supply of spare parts that I can offer to local owners if needed.'

Dave tells me that he still maintains strong links with Australia (including his email address!) due to having family, friends and old cars there, and that since 1978 he has shipped dozens of old vehicles back to the UK. He adds that he would be willing to look out for anything that FSOC owners may need or want, including spare parts, project cars or restored vehicles.

If members in the Solent area would like to contact him, his preferred means are, firstly, by email (davebarryau@yahoo.com.au); secondly, by landline on 01983 863399; and thirdly, by mobile on 07870 890383. He will be very pleased to hear from you!

Cornwall

For a long time, Ian Rooke has maintained that his area of 'Devon and Cornwall' has been too large an area to be covered by a single regional contact. Consequently, when the possibility of splitting it into two separate regions ('Devon' and 'Cornwall') was put to him, he was extremely supportive. As a result there are now three Regional Contacts in the south west! Ian will continue as Regional Contact in Devon and two new joint Regional Contacts, Ray and Vanetta Geach, will cover Cornwall.

Vanetta and Ray, who live near St Austell in mid-Cornwall, have been members of the FSOC since buying their 1956 103E Popular two years ago. Vanetta is a regular contributor to the club's Facebook pages and I had the pleasure of meeting them both at this year's AGM in Wiltshire. They are keen to meet other members in the area, and living an equal distance from Plymouth and Penzance offers a good central point. They would be delighted to hear from members in the area and can be contacted as follows: email, vanetta.geach@

hotmail.co.uk; landline, 01726 850011; or mobile, 07704 882507.

I have no doubt that as they near retirement this husband and wife team will enjoy their greater involvement with the club.

Durham and NE

The club is always pleased to receive offers of help, so when Darren Bell contacted club chairman John Porter offering just that, the suggestion was put to him that he might become a Regional Contact. After due consideration, Darren agreed and the club is really pleased that it is again represented 'on the ground' in the north east of England. Darren writes:

'My Dad has had in his possession since 1963 an E494A Anglia of 1952 vintage, which was purchased from the local dentist within the village. The car eventually came to a rest in 1971 after failing its MoT on something as innocuous as the handbrake, so I'm led to believe. It was duly parked in the garage, remote to the family residence, where it remains to this day. It was forgotten for many years as the inevitable various junk built up around it as the garage took on the usual 'storage' role! (See Photo 1.)

I'd always had a fascination with the vehicle from a young age and even joined the FSOC for a year at the ripe old age of 14 in 1985! I then stumbled across the hot rod fraternity and became enthused by the outrageous modifications to the same type of vehicle. I then wanted to pull it apart and stuff a huge V8 and Jag rear axle in it but that never materialised ... I'm so glad that never happened.

Life then took over and the old girl was forgotten about apart from the odd conversation about getting her back on the road. Last year I decided to at least have a go at re-commissioning her. After moving a ton of stuff out of the way, I jacked her up, expecting the wheels to be seized. All the wheels spun freely with the lightest of touches and the engine turned over nicely too with the starting handle. The body has a lovely patina and is in very good shape, as are the gutters, etc.

My intentions are to keep her as original as possible in respect of renewing only what is necessary, keeping that lovely, original patina in an 'oily rag' resto fashion. After changing quite a few perishing items, hoses, etc., I've yet to try to start the old girl, but that will be a pretty epic moment for me! ... The car will always remain in the family and hopefully end up in the hands of my own daughter one day, but there's another seven years at least to wait before that happens!

As a Regional Contact, I will be looking into possibly organising a regular local get-together at some point and maybe inject some fresh

Sally Litherland

Wiltshire

Oh, the glorious sunshine. Classic cars out every weekend, big grins and waves en route, but resulting in few club members at each event.

The Market Lavington Meet on 14/15th July at the Elisha Field had exhibits of traction engines of all sizes, classic cars (Molly the only sidevalve), motorcycles, Fordson tractors, military and commercial vehicles plus stationary engines (lots of those puffing away), plus much more, with a wonderful £1,100 raised from proceeds for the Wiltshire Air Ambulance.

On 15th July we went to Broughton where I met up with friends from the 3 Counties (3CVCCC). Bob and Brenda brought their Morris Minor police car (complete with flashing light) and the beautiful Austin Seven, towing a vintage caravan kitted out with 1940-50s memorabilia, including a Thomas Crapper toilet. No other sidevalve cars there either (but yes, more Fordson tractors), and £2,000 raised for a child's electric wheelchair and local facilities.

On 22nd July was the Fordingbridge Summer Fair. The 3CVCCC organised the many attending cars and I met up with Michael Saunders (FSOC) in his latest weird and wonderful sidevalve (sadly no picture). Mike Howlett came on foot ... literally only one

good foot as the other one was swollen, so he couldn't drive his Prefect, Matilda!

I had to leave early to fly (at 35mph) across Wiltshire to the Bulford barracks where Molly and I added atmosphere to start off their Officers' 1950s themed Annual Ball. The Austin Seven was also there, complete with champagne glasses, to provide photographs of the glamour. Molly provided entertainment for the less glamorous. An amazing replica Spitfire on the lawn completed our scene, but at the time we left no one had yet dared to climb up into the cockpit!

Following that, all change with the weather. Breamore, our Southern Sidevalve Day, was cancelled due to torrential rain on the field, spoiling Rob and Tracey Howes' camping weekend, and the Wallop Vintage Gathering was also a wash-out, for me at least. Highcliffe Castle was a highlight, though, with 50 or so cars on the lawn in front of the castle, live band swing music all day, and Bournemouth Air Show planes flying just over our treetop level. Geoffrey Jacks was there with his 1961 300E Van and a new potential FSOC member, Leza Bennett, with her lovely Prefect which she has had for 30+ years (promising to sign up for 2019). One of the little girls I taught in primary school contacted me, hoping that Molly could be her wedding car, which was a huge honour, but where did the time go?

Now with far more confidence, Molly and I are not afraid of distance. Only this week, doing a school run of 80 miles with my grandson, to get him there by 8.15 meant waiting anxiously for daylight – driving with all windows open as Molly needs a new exhaust. After this summer



Leza Bennett's Prefect.



Geoffrey Jacks' Van.

she deserves a treat.

Wiltshire members reading this – I'd really like to add your news too!

Photo 1



enthusiasm into the club by encouraging regular suggestions to ideas that'll arouse member interest.'

Darren lives in Langley Park, Durham, and can be contacted by email at bellsec@live.co.uk or by mobile telephone on 07980 716281. He will be delighted to hear from you!

On behalf of the FSOC, I would like to thank Lucy and Paul for the contributions they have made to the club during their respective times as Regional Contacts, and welcome Dave, Darren, Ray and Vanetta to the network of FSOC Regional Contacts. If any member living in an area that does not have regional representation (Northern Ireland for instance!) is interested in becoming a Regional Contact, please get in touch with me. All contact details can be found on the centre coloured pages.

Yvon Precieux

Pre-war Register

Registrar's comments

As one of the founder members of what was once the South East London Group way back in the 1980s, it was sad to hear that Kevin Burke, a former member, had passed away after a long illness. Kevin was an avid Ford and Morris enthusiast and a very good friend, and well known for his Ford knowledge of post-war Fords to those who knew him. Over the years Kevin managed to restore a short rad Model Y, a standard 7Y, a rare E04A and two Morris 8 tourers besides an infamous E83W Utilicon. On the occasion of his finalising the restoration of his 7Y with its first outing on a Brighton run, and after I had told him to tighten all the bolts, he left the final checks to friend Steve. En route to the beverage place (pub) we were meeting at on the run, a gap appeared between the gearbox and the engine, and by the time he reached the rendezvous on the Brighton run, the gearbox had more or less sheared off with the result that he and the 7Y travelled back via an AA van with the 7Y on a trailer. Mind you, this was after more than a few pints of consolation from the SE London contingent.

Competition Fords

It was good to hear from Tony Russell, who liked my pre-war sporting report in the August issue of *Sidevalve*. At least someone is reading the register pages? Hence I will continue with this now long forgotten Ford sidevalve history.

Regarding our small sidevalves in competition,

there is indeed a lot more regarding the 1930s small Fords, as commented in Tony's own publication, *Out in Front*, which refers to Les Ballamy, known for building what was one of the first ever Ford Specials in 1935, based on a Model Y chassis with a supercharged 1172cc gear-driven engine, called the Doodlebug (page 49 in Tony's book), and the LMB range of Epoch cars based on the C/CX models, his suspension mods and on the pre-war 10hp engine range. As mentioned in these pages in years past, there was also the modified CX tourer that ran at Le Mans in June 1937, driven and entered by 'Bill' Bilney and Joan Richmond, which took a class win, besides the very interesting two- and single-seater Specials with blown engines that competed in speed and trial events all over the country.

One notable pre-war sidevalve was entered in the 1936 Monte Carlo rally with a Ralph Stokes as the driver, Ewart Ballard as co-driver and Frank Williams as the navigator. The car was a CX tourer with the necessities of three spare wheels, a fog lamp, snow chains and electric windscreen demister, together with an extra quart of oil and a two gallon tin of fuel. A canvas screen was made up to divide the rear seat from the driving section in order for a member of the crew to sleep in comfort, although most of the way the car was driven with the side screens out ... Not popular with the crew. Two days were taken to get to John o'Groats, arriving at the Scottish Automobile club control at 10.30pm only to be told that the road north was blocked with snow. Luckily, the army was clearing the drifts and the road was made open by nightfall. Loch Lomond and Fort William were negotiated, and all were able to safely arrive at Inverness. Despite the temperature being below freezing and the electric windscreen wiper having packed up (the spare via a Ford dealer not arriving at the Glasgow control, a temporary solution of rubber bands and string operated by the navigator had to suffice), John o'Groats was reached, much to the amazement of the other competitors who



Photo 1

had taken their cars up by train. (Unlike now, one could take one's car via rail from London.) From Doncaster to London the CX survived a puncture, and with the Dover arrival and the boat to Boulogne, the next stage on the continent continued with easy runs via Le Mans, Nantes and Bordeaux.

Averaging some 50mph, the crew drove on to Pau. At this stage the dismal 6-volt lighting meant asking a fellow Briton to permit the CX to sit behind and follow. Nice was the next stop, with a promenade speed of 60mph – despite a contingent of police present, competitors were expected to drive as flat out as feasibly possible at this stage, so flat out it was. Arriving at Monte Carlo, Ralph and his crew were found to be some eleven minutes late; however, with a further 26 cars in the same situation, this really did not seem to matter that much in view of the competition of larger engined cars. A driving test was the order of the day, and having managed to get some speed practice well prior at Brooklands, Ralph managed to beat most of the John o'Groats starters, clocking 1.21 minutes, beaten only by a 1663cc Riley. As for the result, the CX tourer's performance came in at 59th finished and second in the John o'Groats contingent.

The information/illustration for this article came from an article of the historic rally car register, re the author Ralph Stokes and the editor Ian Shapland (Photo 1).

Pre-war racers

Not many Ford owners, even, would recognise Photos 2 and 3 as a 'Ten' of that make. At the wheel is J. Eason-Gibson. The Ford 10 engine is Zoller supercharged, and J. Eason-

Photo 2

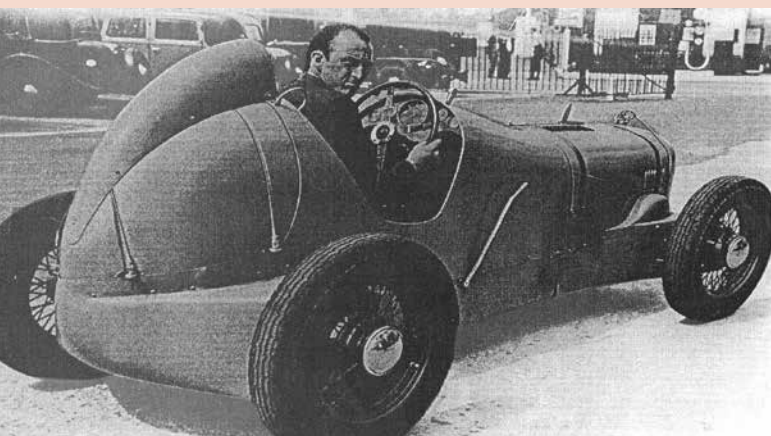
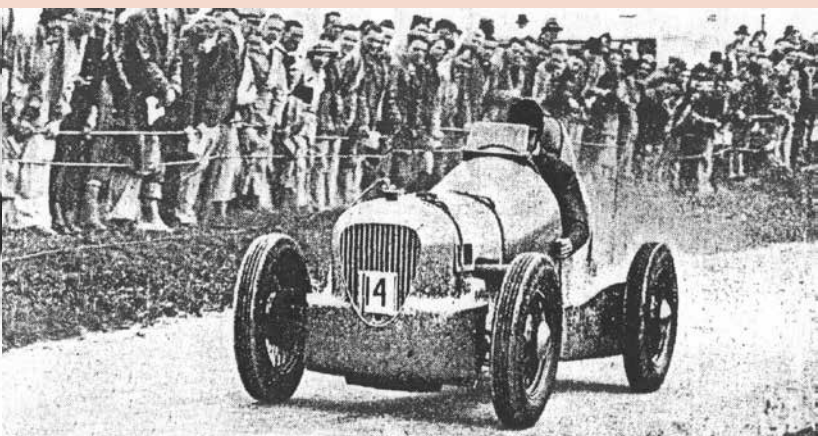


Photo 3





Note that all prices for FSOC regalia and spares include postage and packing for the UK only. Minimum order £10.

Regalia List (** denotes new item)

Books

Reprint Model Y Bulletin	£13.50
Reprint Popular and De Luxe Eight and Ten Bulletin.....	£14.50
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.00
Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.70
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.95
Reprint Workshop and Parts Manuals for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59	£34.00
Reprint Workshop Manual for 100E and 300E.....	£25.75
Reprint Parts Manual for 100E and 300E.....	£22.25
Reprint New Prefect (107E) with OHV engine Parts List.....	£14.50
Reprint Workshop and Parts Manuals for 100E and 300E.....	£42.80
Reprint Enfo parts list of Standard Hardware.....	£9.50
Technical Tips for the 100E/107E by Jim Norman.....	£8.50
100E Anglia and Prefect Instruction Book (1953-59).....	£9.95
Ford Motor Cars, 1945- 64.....	£9.70
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£20.99
Out In Front-The Leslie Ballamy Story by Tony Russell.....	£21.60

Stickers

Running In Instruction Sticker (Upright)	£1.25
Running In Instruction Sticker (100E).....	£1.25
Running In Instruction Sticker: First 500 miles (100E).....	£1.25
Window Sticker-FSOC design	£1.15
Historic Ford 'Keep off My Arse!' sticker	£2.50
I Love My Sidevalve Sticker	£2.50
Register Sticker (state model) each.....	£1.50

Magazines

Binder for Club Magazines (holds 2 years).....	£11.95
Back copies of <i>Sidevalve News</i> from 1996 to the latest published issue are available @ £1.30 each. Please contact the Spares Secretary or visit the club website for further details.	

Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.96
Running in booklet Anglia / Prefect (date 9/49).....	£1.99

Models

Ceramic Cream Model of 103E Popular.....	£7.75
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Badges

Enamel Lapel Badges: FSOC, 103E or 100E.....	£2.20
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.90
FSOC Grille Badge: Round or Square.....	£13.50
Register Grille Badge: Popular/Prefect/100E/107E.....	£13.50
FSOC embroidered badge 5cm diameter iron-on.....	£4.00**

Other Regalia

FSOC Licence Disc Holder	£1.15
DVD of Ford Archive material and FSOC events	£5.95
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£4.50
FSOC Woven Tie	£7.95
Xmas cards (pack of 5 different designs).....	£4.00
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00
FSOC 2019 Members Calender.....	UK price £7.50, Overseas price £8.50**

Spares List for 8 & 10hp Type Models (** denotes new item)

Wheels, Hubs and Drums

Y-1175-A Retainer (Rear wheel grease) assembly.....	£7.25
B-1175 Rear Wheel Retainer (fits E83W)	£7.10
48-1190-A Retainer (front wheel grease) assembly	£5.90
Front wheel bearing (per wheel, not E83W).....	£70.60
Front wheel bearing (per axle set, not E83W).....	£137.90
Front wheel bearing (per wheel, E83W).....	£56.50
Front wheel bearing (per axle set, E83W).....	£107.00
7W-1225-B Rear Hub Bearing including race	
(fits all models except Models Y,C and E83W)	£76.50
68-1225-A and Rear Hub Bearing including outer race	
68-1236-A (fits E83W only).....	£66.50
Rear Wheel Bearing Kit (fits all models except E83W)	£180.00

Braking System

YE-2019A }	
CE-2019B } Brake Shoes (set of 4 – not E83W –	
7W-2019 } return old shoes with order)	£59.95
E83W-2019 } Brake Shoes (set of 4 – E83W only, return old shoes with order)....	£69.95
Y-2035 Spring (brake retracting)	£6.05
Y-2035 Spring (brake retracting) (set of four) Model Y	£20.00
7W-2035 Spring (brake retracting) not E83W.....	£5.15
7W-2035 Spring (brake retracting) (set of four) not E83W	£18.50
E83W-2035 Spring (brake retracting) E83W only	£7.00
E83W-2035 Spring (brake retracting) (set of four) E83W only.....	£23.00
Y-2036 Spring (brake retracting) short.....	£6.50
7W-2116 Pair Front Brake Dust Covers including Thackery washers.	
Fits all models except Models Y and C. Please specify model.....	£10.20
7W-2205 Rear Brake Dust Covers	
(pair, fits all models except Models Y, C and E83W)	£13.95
E93A-2248 Rear axle brake plate securing bolts, long (each).....	£6.60
7W-2249 Rear axle brake plate securing bolts, short (each).....	£6.60
Y-2454 Brake Pedal (exchange-remove rubber from old pedal	

Y-7523 and send with order).....	£17.80
E83W-2498A/B Brake pedal return spring	£6.90
E83W-2580/1B Rear brake cables (Pair E83W)	£79.95
7W-2580-C Front brake cables (Pair E83W)	£34.00
7W-2581-C Front offside brake cable (E93A).....	£28.75
7W-2580/1 Front nearside brake cable (E93A)	£28.75
7W-2584-B Pair front brake cables (E93A)	£53.98
7W-2585-B Rear offside brake cable (E93A).....	£28.75
7W-2584/5 Rear nearside brake cable (E93A)	£28.75
7W-2580/1/4/5 Pair rear brake cables (E93A)	£53.98
YE-2793 Set of brake cables (E93A)	£104.66
7W-2853C Spring (handbrake lever pawl).....	£2.95
E83W-2853B Hand Brake Cable (fits all models except Models Y, C and E83W)	£24.95
119276 – ES2 Hand Brake Cable Clevis Pin.....	£3.00
119290 – ES2 Hand Brake Cable (fits E83W).....	£27.40
Set of four 1/4" Thackery (double coil spring) washers (not E83W)	£2.66
Set of four 5/16" Thackery (double coil spring) washers, E83W only	£2.22

Steering and Suspension

CE-3030B Steering Box Assy (not E83W) reconditioned, exchange, send with	£525.00**
E83W-3032 Bolt (front axle to radius rod, not Model Y & E83W)	£38.50
E93A-3290 Bolt (front axle to radius rod E83W)	£34.50
Track Rod Ends (pair)all saloons and 5cwt vans.....	£65.00
Track Rod Ends (pair) E83W	£60.00
YE-3304C Draglink (Y model).....	£74.75
E493A-3304 Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£77.50
YE-3332 Trackrod End Dust Cover (each, fits all models).....	£4.95
YE-3332 Trackrod End Dust Cover (pair, fits all models).....	£7.50
YE-3332 Trackrod End Dust Cover (set of four, fits all models)	£13.50
YE-33111 King Pin Set, complete (Model Y)	£70.00
Y-3123 Washer, spindle thrust 3/16" thick	£4.50**
CE-33111 King pin shim pack (axle set) qty 2 ea 0.005", 0.010", 0.020"	£5.00**
7W-33111 King Pin Set, complete (Model C)	£70.00
E83W-33111 King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans)	£79.95
King Pin shimpack for 7W-33111.....	£5.00**
King Pin Set, complete (E83W)	£59.00
Y-3446 Front axle A-frame Bush (fits all models)	£6.85
353031/353043 qty 10 Lubricators (grease nipple) 6 x straight, 2 x 45 deg, 2 x 90 deg....	£8.50**
7W-3590-A Arm (steering gear) fits models 1937 to 1949.....	£20.00
YE-3616B Horn Button and Nut (Y model).....	£8.20
E93A-4020 Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards	£8.55
E93A-4020 Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards	
(set of four).....	£29.00
YE-4035 Gasket (rear housing) – 6 thou or 10 thou – please specify size	£2.75
E493A 4050 Retainer (rear axle shaft grease).....	£9.95
YE-4209-F Gear (rear axle) and driving pinion assembly.....	£340.00
Y-4217 Bolt (diff gear case).....	£5.20
18-4217 Bolt (diff gear case)	£5.40
Y4221/4222 Differential Bearing (not E83W).....	£28.50**
Y4221/4222 Qty 1 pair Differential Bearings (not E83W).....	£54.00**
Y-4243 Key (rear axle shaft).....	£6.00
EB-4245-A Retainer (rear axle shaft grease).....	£10.25
Y-4507 Gasket (torque tube to differential housing cap).....	£1.78
7W-4507 Gasket (torque tube to differential housing cap).....	£1.78
Y-4515 Gasket (universal joint housing cap).....	£1.69
E93A-4607 Pin (Drive Shaft)	£2.20
Y-4615-B Bearing (drive pinion) assembly Model Y.....	£25.00
Y-4636 Lock Washer (pinion bearing nut) all models except E83W	£2.55
Y-4637 Thrust Washer (pinion bearing) all models except E83W	£1.99
Y-4655 Torque tube bearing sleeve.....	£9.95
E62A-5713B Stud (rear axle shackle) E83W only	£8.20
E62A-5468B Bar (spring shackle) E83W.....	£3.90
Set of 4 E83W shackle bushes and 4 plates.....	£35.00
E93A-18055A Front Shock Absorber Link to fit E493A, E494A & 103E	£20.50
E93A-18055B Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.50
E83W-18055B Front Shock Absorber Link to fit E83W	£25.00
6E-18055B Rear Shock Absorber Link to fit E83W	£25.00
E93A-18045 Front Offside Shock absorber (E493A, E494A and 103E only)	£123.00
E93A-18046 Front Nearside Shock absorber (E493A, E494A and 103E only)	£123.00
E93A-18047 Rear Offside Shock absorber (E493A, E494A and 103E only).....	£123.00
E93A-18048 Rear Nearside Shock absorber (E493A, E494A and 103E only)	£123.00
E83W-18045 Front Offside Shock absorber (E83W only).....	£95.00
E83W-18050 Rear Offside Shock absorber (E83W only).....	£95.00
E83W-18046 Front Nearside Shock absorber (E83W only).....	£95.00
E83W-18051 Rear Nearside Shock absorber (E83W only).....	£95.00
CE-5783 Suspension Buffer (fits all models except Model Y).....	£25.00
Panhard rod front – suitable for post 1947 103E, E493A,	
E494A, EO4A and commercial equivalents.....	£87.00
Panhard rod rear – suitable for post 1947 103E, E493A,	
E494A, EO4A and commercial equivalents.....	£87.00
Panhard rod front and rear – suitable for post 1947 103E,	
E493A, E494A, EO4A and commercial equivalents.....	£160.00

Exhaust Systems

Y-5230 Model Y stainless steel exhaust system (collection only)	£160.00
E04C-5230-A 5cwt stainless steel exhaust system (collection only)	£140.00
E83W-5230-A E83W stainless steel exhaust system	£185.00
E93A-5230/1 Prefect and 7W stainless steel exhaust system	£199.00
E93A-5255-C	

E93A-5230 / E04A-5255-B	Anglia, 103E and 7Y stainless steel exhaust system.....	£260.00**	103E-7114	Counter Gear (10hp).....	£76.95
Y-5251	Manifold to exhaust clamp.....	£9.95	Y-7119	Washer (Counter shaft gear thrust).....	£6.35
CE-5230-B	Exhaust fitting kit to fit Prefect, Anglia and 103E Popular.....	£39.95	CE-7141	Reverse Gear.....	£29.95
7W-5283	Model C stainless steel exhaust system.....	£280.00	YE-7222	Selector Housing.....	£19.50
E93A-5297	Exhaust Mounting rubber insulator c/w nut, bolt & washers.....	£5.80**	Y-7223	Gearbox lid gasket.....	£2.50
	Fabric Insulator exhaust mounting (qty 2).....	£3.20**	Y-7523	Clutch return spring.....	£6.90
			7W-7533	Clutch linkage clevis pin.....	£2.60
			Y-7550	Clutch plate – All models, except E83W (exchange and send with order).....	£29.50
Engine Parts				Clutch kit – All models except E83W. Comprising of 7550, 7563, 7580-A & 7600-A (exchange and send with order).....	£110.00**
E493A-18666-A/B	Pipe (cleaner outlet) assembly and Pipe (cleaner inlet) assy.....	£45.20	E83W-7550	E83W Clutch Plate (exchange send with order).....	£31.50
E93A-18670	Oil Cleaner outlet pipe to gear cover (inc sealing washer).....	£7.00**		E83W clutch kit E83W only. Comprising of 7550, 7563, 7580A & 7600-A (exchange and send with order).....	£116.00**
E98T-18674-A	Oil Cleaner outlet (inc sealing washer).....	£7.00**	YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order).....	£72.00
E98T-18672-B	Oil Cleaner cleaner inlet pipe to cylinder block (inc sealing washer).....	£7.00**		E83W Clutch Cover (exchange-send with order).....	£72.00
E98T-18672-A	Oil Cleaner cleaner inlet (inc sealing washer).....	£5.50**	E74-7580A	Clutch release bearing – All models.....	£22.00
	Oil Cleaner kit (all items required to fit oil cleaner assy).....	£145.00**	E70-7600-A	Clutch Pilot Bearing – All models.....	£7.25
	Replacement spin on filter for modified oil cleaner housing assy...£5.70**		C-943070	Gear Lever Gaiter (except E83W).....	£25.50
Y-6023	Timing Pin.....	£11.50	E83W-943070	E83W Gear Lever Gaiter.....	£24.99
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount).....	£13.80	Cooling System		
	Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount).....	£14.90	E0A-8100	Radiator Cap (pressure type for 103E and some E493As).....	£5.40
Y-6038	Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount).....	£25.00	Y-8109	Radiator cap (brass screw type).....	£8.50
	Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount).....	£27.00	Y-8260	Radiator Hose (straight for pre-war engines, top).....	£11.00
74-6038A	Front Engine Mounting bolt.....	£2.00	8286	Radiator Hose (straight for pre-war engines, bottom).....	£7.80
	Insulator (Engine Rear Support) Upper, per side.....	£9.95	E83W-8260	Radiator Hose (moulded-E83W, top).....	£22.60
E93A-6135-A	Insulator (Engine Rear Support) complete, per side.....	£22.50	E83W-8286	Radiator Hose (moulded-E83W, bottom).....	£21.95
E93A-6250A	Piston pin STD (set of 4).....	£35.00**	E93A-8286	Radiator Hose (moulded-bottom) fits E493A, E494A, 103E.....	£20.40
E93A-6250	Camshaft (Chain Driven).....	£62.75	E494A-8260	Radiator Hose (moulded-top, fits late E493A, 103E.....	£22.00
E93A-6278	Camshaft locking retainer.....	£4.00**	E493A-8260D	Radiator Hose (moulded-top,brass non-pressurised radiator cap)....£18.60	
E93A-6270	Timing Chain.....	£18.30	E493A-8501	Reconditioned export water pump (exchange only – send with order)£150.00	
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50		Water Pump Repair Kit.....	£35.00
CE-6310	Crankshaft Oil Slinger.....	£2.85	E493AFS-8509	Pulley (water pump).....	£35.00
E93A-6310	Crankshaft Oil Slinger.....	£2.90	YE-8606B	Fan Blade (11”).....	£17.90
Y-6384	Starter Ring Gear (fits all engines).....	out of stock	E494A-8610	Pulley (fan and generator 4.12” O.D.).....	£19.50
E93A-6510B	Valve guide (per split guide).....	£25.00	103E-8005	Re-cored Radiator.....	£235.00
E93A-6510B	Pair Valve guides.....	£45.00	Fuel System		
E93A-6510B	Four Valve guides.....	£85.00		Fuel Pump with spacer (no primer).....	£45.50
E93A-6510B	Valve guide (per engine set).....	£170.00		Fuel Pump repair kit.....	£14.50
E93A-6505B/E	Short Length Valve (exhaust and inlet available).....	£7.00		Fuel pump stud.....	£6.75
E93A-6505F	Long Exhaust Valve (Can also be used as inlet).....	£19.35		Fuel pump stud (set of two).....	£11.60
E93A-6505F	Set of 4 Long Exhaust Valve (Can also be used as inlet).....	£68.60	91A-9030	Cap – painted (petrol cap) assembly.....	£9.50
E93A-6505F	Set of 8 Long Exhaust Valve (Can also be used as inlet).....	£136.00	91A-9030	Cap – chrome (petrol cap) assembly.....	£11.50
Y-6513	Valve Springs (set of eight) (fits all engines).....	£25.50		Locking stainless steel petrol cap.....	£14.95
Y-6520	Valve Cover (fits all engines).....	£15.95	E04A-9080	103E/E494A Petrol Filler Grommet.....	£12.95
100E-6521	Gasket, valve chamber cover.....	£5.00	7W-9080	7W / E93A /E493A Petrol Filler Grommet.....	£10.85
Y-6560	Drive Bush (oil pump and distributor) (fits all engines).....	£5.25	7W-9276	Gasket fuel tank sender.....	£1.60**
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines).....£5.25		BE-9288-A	Flexible Petrol Pipe (except E83W).....	£15.35
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines).....£2.15		YE-9355	Fuel Pump Cover (all models).....	£3.60
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£1.30	YE-9364-B	Gasket (fuel pump screen cover).....	£1.25
Y-6610B	Oil Pump Gear (fits all engines).....	£4.95	YE-9365	Fuel Pump Cover Screen (all models).....	£2.50
YE-6623	Oil Pump Screen (fits all engines).....	£9.77	E93A-9369	Fuel Pipe (petrol pump to carburetor).....	£11.75
EB-6730	Sump Plug non magnetic (inc sealing washer EB6734).....	£8.25**	YE-9374	Gasket (fuel pump to cylinder).....	£1.60
EB-6730	Sump Plug magnetic (inc sealing washer EB6734).....	£10.75**	YE-9585	Plate (Throttle).....	£6.75**

E494A-10001	Dynamo-3 brush, late type only (exchange-send with order)	£89.50
YE-10094	Bearing (generator drive end) assembly	£8.95
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only).....	£29.95
	Voltage regulator (rebuilt, exchange send with order)	£70.00
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order)	£135.00
YE-11001C	8hp starter motor (exchange-send with order)	£125.00
E93A-11048	Screw (brush end plate retaining).....	£7.25
E83W-5165-A	Battery Clamp.....	£38.50**
7W-11359	Spring (starter pinion retaining).....	£1.70
BE-11450	Starter Switch.....	£28.00
11930-ES7/8	Rivet (Generator drive end bearing retainer plate).....	£1.10
E1 ADKN 13047	Bolt (Head lamp doo catch swivel) and	
E1 ADKN 13050	Nut (Door catch swivel bolt barrel)	£6.50
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only)	£4.50
	Pair of E493A Pre Focus 30W/24W Bulbs (E493A Prefect only)	£7.40
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only)	£6.30
	Pair of E493A Pre Focus 45W/35W Bulbs (E493A Prefect only)	£10.60
ET6-13007-B	Headlamp Bulb 36W/36W.....	£6.80
	Pair of Headlamp Bulbs 36W/36W.....	£11.50
E04A-13016	Catch head lamp door.....	£4.50
E93A-13016	Catch head lamp door.....	£4.50
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W)	£1.62
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E)	£1.62
YE-13081	Spring (front sidelight socket 1934 onwards except E493A)	£1.42
CE-13101	Spring (headlamp focusing).....	£1.60
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (EO4A and E93A only)	£29.50
103E-13408B	103E Plate Rear lamp base please specify nearside / offside.....	£21.55
103E-13408B	103E Plate Rear lamp base (pair)	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair)	£19.95
103E-13450/1	103E Rear Lamp Lenses (pair)	£29.99
	E493A refurbished number plate lamp.....	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin	£3.65
	Pair of Stop/Tail Bulbs 6V 21W/5W index pin.....	£5.20
ET6-13465	Stop/Tail Bulb 6V 21W/5W straight pin	£3.45
	Pair of Stop/Tail Bulbs 6V 21W/5W straight pin.....	£4.90
40E-13466	Panel bulb 6V 3W.....	£4.00
	Pair of Panel bulbs 6V 3W	£6.00
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only)	£3.60
	Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only)	£5.20
BE-13466-A	Sidelight Bulb 5W CC (not E493A)	£3.60
	Pair of Sidelight Bulbs 5W CC (not E493A)	£5.20
E83W-13550B	Popular no. plate lamp (E83W and 103E only).....	£21.75
CE-13740A	Toggle Switch (panel lamp).....	£10.60
38193-S7	Headlamp mounting bolts plus nuts (each).....	£9.99
	Set of bulbs for 103E Popular (includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb).....	£23.00
	Model Y Semaphore Direction Indicator, 6 volt only (exchange only).....	£70.00
	Model C Semaphore Direction Indicator, 6 volt only (exchange only).....	£99.00
E04A-118004B	Semaphore Direction Indicator, 6 volt only (exchange only).....	£65.00
E04A-118004B	Semaphore Direction Indicator, 6 volt only (no exchange).....	£95.00
Rubber Grommets and Seals		
E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards).....	£2.80
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair)	£4.95
	E83W Bonnet Corner Pads (Pair)	£15.45
	E83W Bonnet Corner Pads (Full set).....	£19.25
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.99
81A-16760	Bumper (bonnet dowel locating) fits E493A	£4.40
	Grommet-gearbox cover.....	£4.60
	Set of three grommets-gearbox cover.....	£12.20
CE-171515A	Grommet (windscreen wiper).....	£3.50
E04A-17612-B	Grommet, Wiper Arm (qty 2)	£1.45**
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair).....	£19.99
E93A-35184	Pedal plate rubber bumper (Saloons and Scwt vans 1939 onwards).....	£1.99
E83W-111172	Opening windscreen rubber for E83W	£25.00
E93A-7002060	Bumper (cowl side panel to bonnet)	£1.80
E93A-7002060	Two bumpers (cowl side panel to bonnet)	£2.90
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards)	£2.20
100E-7043531	Boot T Handle Escutcheon rubber seal	£5.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet).....	£1.76
40-700546A	Two Blind Grommets (fits under 103E/E494A bonnet)	£3.00
40-700546A	Four Blind Grommets (fits under 103E/E494A bonnet)	£4.50
40-700546A	Six Blind Grommets (fits under 103E/E494A bonnet)	£6.20
48-702610A	Door post rubber bumper (one per door post 1937 onwards)	£6.00
48-702610A	Door post rubber bumper – pair bumpers	£11.00
48-702610A	Door post rubber bumper – four bumpers	£20.50
62E-731942	E83W Door Rubber seal (enough for both doors).....	£19.95
7W-940502	Opening windscreen rubber for Prefect and 5cwt van	£21.10
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£19.50
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards	£4.00
7W-970700	Roof weatherstrip (per foot) All models except Y and C	£3.00
	Roof weatherstrip (enough for 103E or E494A roof).....	£28.50
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£15.50
Miscellaneous Body Fittings		
E93A-5036	Tube (starting handle guide) assembly – 103E Popular	£28.99
E493A-5036	Tube (starting handle guide) assembly – E493A Prefect	£30.99
E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W)	£12.70
103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£11.50
E494A-8215	E494A/E494C/103E Grille Badge Mount.....	£14.95
E83W-8215-A	E83W Grille Badge Mount	£19.50
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole).....	£7.25
YE-16750B	Bonnet Clip (Y model).....	£19.95
	Starting handle.....	£46.00

103E-17261 / 2-B	Speedo Cable (not E83W, state model).....	£26.00
	Speedo Cable (E83W).....	£23.95
Y-17275	Gasket (Speedo drive cap).....	£1.95
C46412AR	Dovetail (female).....	£5.30
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included).....	£50.80
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van	£29.95
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included)	£31.60
E93A-7043500	Locking Boot Handle, chrome plated, with keys.....	£19.50
C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E).....	£1.00
949202/3	Window Regulator (reconditioned) exchange, send with order.....	£65.00**
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E).....	£17.50
7W961208-B	Pair Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E).....	£32.00**
BE-964280-H	Window Winder Handle.....	£5.95
7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards).....	£14.30
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934).....	£6.00
C-949967C	Striker Plate (C and CX, 1934-1936)	£6.50
	Bootlid Script Badge (Popular, Prefect and Anglia).....	£16.95
	E83W wing mirror.....	£19.99
	Set of screws for 103E floor.....	£9.95
	Bakelite screws (enough for a complete E494A/103E).....	£2.10
	Bakelite screws (enough for a complete Prefect)	£2.50
ENFO 24664	No 12 x ¾" long CSK head screw, qty 10.....	£6.00**
ENFO 26514	No 12 x ¾" long R/H screw, qty 10.....	£3.00**

100E and 107E Spares List (** denotes new item)

Front Brakes

100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four	£35.00
100E-2035	Front shoe return spring kit (axle set).....	£21.50
100E-2038	Adjuster repair kit (front).....	£22.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side	£12.50
100E-2062-B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *)	£35.00
100E-2061 / 02062-B	Wheel cylinder repair kit 1957 onwards per axle set	£7.25
204E-2068/71	(SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62	£8.75
204E-2068B	Brake Shoe hold down spring.....	£1.90**
E0A-2078	Hydraulic flexi hose.....	£13.25
100E-2140	Girling master cylinder.....	£83.00
100E-2140	Non Girling master cylinder	£39.95
E62A-2167	Gasket Filler Cap	£0.95**
100E-2964-B	Cap, Master cylinder (inc seal) fits Girling and non Girling.....	£5.85**
100E-2185B	Master cylinder retainer.....	£4.50
E66-Z-1	Master cylinder repair kit	£12.50
EOA-22809	Clip (hand Brake cable abutment bracket retaining).....	£1.05

Rear Brakes

100E-2041-B	Snail cam (shoe adjuster)	£1.08
100E-2075	Connector (5 way brake pipes)	£12.25
	Rear brake spring (set of 4)	£22.00
100E-2103	Late hand brake lever.....	£14.00
100E-2220-A	Rear brake shoes 7" diameter (up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2220-C	Rear brake shoes 8" diameter (Feb 1955 onwards, old shoes).....	£32.00
100E-2261-B	Rear wheel cylinder 7" (53-55).....	£14.00
100E-2261-D	Rear wheel cylinder 8" (57-62).....	£22.00
	Rear wheel cylinder fitting kit axle set (55-62)	£10.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D)	£7.00
204E-2068/71	(SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62	£8.75
100E-2295-B	Hand brake cable	£32.50
100E-2857B	Hand brake clevis.....	£1.70
100E-2487	Brake spring clip.....	£2.05

Steering and Front Suspension

E55-DB1	Top suspension mount.....	£42.00
E55-DB1	Pair top suspension mount.....	£78.00
	Mount bearings per side (2 x E38-DB1, 2 x E37-DB1)	£34.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings.....	£115.00
	Suspension insert	£65.00
	Suspension insert and top suspension mount.....	£101.00
	Pair suspension inserts	£120.00
	Pair suspension inserts plus pair top suspension mounts & 2 sets mount bearings.....	£250.00**
100E-1190	Hub seal 0.983"	£7.00
105E-1190	Hub seal 1"	£7.00
Y-1202	Hub bearing inner 0.983"	£35.50
105E-1201	Hub bearing inner 1"	£35.50
Y-1216	Hub bearing outer	£35.50
E20-LB-1	Stud and bush	£15.00
100E-3063	Set bushes (track control arm / cross member).....	£9.00
100E-3073	Track control arm repair kit.....	£24.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£45.00
100E-3079-C	Track control arm left hand (exchange £10 surcharge *)	£45.00
100E-3289/90-B	Pair track rod ends (new style).....	£51.00
100E-3289-B	Right hand track rod end (old style).....	£26.95
100E-3304	Drag link (exchange £10 surcharge *).....	£59.00
100E-3332	Track rod end dust cover.....	£1.90
100E-3591B	Steering box oil seal (early and late models).....	£7.25
	Wheel bearing set (per wheel for 0.0983" diameter stud axle).....	£70.60
	Wheel bearing set (per axle set for 0.0983" diameter stud axle).....	£137.90
	Wheel bearing set (per wheel for 1.000" diameter stud axle).....	£65.60
	Wheel bearing set (per axle set for 1.000" diameter stud axle).....	£128.40
	Front suspension bush kit – 4 x E-10-DB1 and 8 x 3063.....	£30.00
100E-5310	Suspension coil spring (axle set).....	£110.00**
300E-5310	Suspension coil spring (axle set).....	£110.00**

Please note that all our prices include postage and packing! (for UK members only)

Rear Axle		
100E-1107	Wheel stud.....	£4.00
100E-1175	Rear hub seal, original material.....	£13.70
100E-1175	Rear hub seal, modern neoprene.....	£7.00
E493A-4050	Retainer (rear axle shaft grease).....	£9.95
100E-4209	Crown wheel and pinion.....	£80.00
100E-4235	Half shaft.....	£32.00
100E-4676	Pinion seal, 100E only.....	£7.00
100E-4851	Flange (propshaft).....	£18.00
100E-5713	Bar rear spring shackle-inner (inc van up to 09/55).....	£5.50
100E-5719	Bush rear spring shackle, set of 4 (inc van up to 09/55).....	£8.00
100E-5781-B	Rear spring eye bush (inc van up to 09/55).....	£7.00
100E-5781-B	Pair rear spring eye bushes (inc van up to 09/55).....	£12.00
100E-7091	Yoke (propshaft).....	£12.00
100E-18080-A	Shock absorber.....	£45.00
E7-ED-1	Rubber bush (bottom shock) (set of 2).....	£5.98

Exhaust		
100E 5250/5225/		
5255	100E mild steel exhaust system.....	£138.00
100E 5250/5225/		
5255	100E stainless steel exhaust system.....	£235.00
Y-5251	Manifold to exhaust clamp with stainless steel bolts and brass nuts.....	£9.95
	100E exhaust fitting kit.....	£27.80

Engine Parts		
100E-6038	Engine mount.....	£30.85
	(exchange £10 surcharge*-remove rubber from mount)	
100E-6051-B	Head gasket.....	£19.95
100E-6065	Set of 14 cylinder head bolts.....	£18.00
100E-6102	Piston set (std, +0.010", +0.020", +0.030", +0.040").....	£200.00
100E-6149	Piston ring set (std, +0.020", +0.030", +0.040", +0.060").....	£66.00
100E-6261/2/3	Camshaft bearing set STD.....	£40.00
	Camshaft bearing set -.010".....	£59.50
E93A-6270	Timing Chain.....	£18.30
100E-6308	Crankshaft thrust washers (per set) std.....	£16.00
100E-6308	Crankshaft thrust washers (per set) + 0.025".....	£22.50
100E-6331	Main bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060").....	£42.00
100E-6347	Packing Seal Crankshaft Rear (set of 2).....	£4.00
100E-6521	Gasket valve chamber cover.....	£5.00
100E-6505	Exhaust valve.....	£8.60
100E-6505	Exhaust valves (per set of 4).....	£30.00
100E-6507	Inlet valves (per set of 4).....	£28.00
100E-6510	Valve guide.....	£4.50
100E-6510	Valve guides (set of eight).....	£34.20
100E-6513	Valve springs (per set).....	£30.00
100E-6714-B	Oil filter element.....	£7.50
EB-6730	Sump Plug non magnetic (inc sealing washer EB6734).....	£8.25**
EB-6730	Sump Plug magnetic (inc sealing washer EB6734).....	£10.75**
100E-6734	Sump plug sealing washer.....	£1.00
100E-6763B	Oil filler tube.....	£15.00
100E-9278	Oil pressure switch.....	£8.85
100E-9448	Manifold gasket, 100E only.....	£6.50
	Manifold stud.....	£5.95
33798-S7/8	Manifold Nuts, brass, (set of 4).....	£3.30**
33798-S7/8	Manifold Nuts, steel, (set of 4).....	£1.75**
E55Z1	Conversion gasket set.....	£27.00
E81Z1	Decoke gasket set.....	£27.00
	Conversion and decoke gasket sets.....	£51.00
353000ESA	Core Plug.....	£3.50
	Big end shell bearing set (-0.030", -0.040", -0.060").....	£29.50
	Big end shell bearing set (std, -0.010", -0.020").....	£48.00
	Small end bushes (set of 4).....	£27.00
E93A-6216	Nut (connecting rod) set of 8.....	£6.00**

Clutch and Gearbox		
	Master cylinder, repair kit etc, see front brakes	
E70-7600-A	Clutch pilot bearing.....	£7.25
E74-7580-A	Release bearing.....	£22.00
E149-Z-1	Slave cylinder repair kit, 100E only.....	£6.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *).....	£46.00
EOA-2078E	Flexi hydraulic hose.....	£13.25
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95
100E-7039	U / J repair kit.....	£14.95
7W-7052	Front oil seal.....	£7.00
100E-7086	Gasket tail shaft housing.....	£1.95
100E-7111	Counter shaft.....	£31.40
Y-7119	Washer (counter shaft gearbox thrust).....	£6.35
100E-7223	Gearbox lid gasket.....	£2.20
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *).....	£30.00
100E-7657	Rear oil seal.....	£7.00
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *).....	£68.00
	Clutch kit- comprising of 7550-C, 7569, 7580-A & 7600-A (exchange and send with order).....	£110.00**
100E-17286	Ring speedo gear retainer.....	£3.20
100E-7523	Clutch Return Spring.....	£5.00

Cooling System		
100E-5255	Thermostat housing gasket.....	£2.20
100E -8005	Radiator reconditioned (exchange item only).....	£205.00
300E -8005	Radiator reconditioned with starter handle hole (exchange item only).....	£205.00
EOA-8100	Radiator cap, fits 100E and 107E.....	£5.40
100E-8115	Radiator drain tap (not original).....	£5.50
100E-8275	Rear inlet tube.....	£14.00
100E-8260A	Early top radiator hose, 100E only.....	£18.35
100E-8260B	Late top radiator hose, 100E only.....	£16.60
100E-8286	Bottom radiator hose, 100E only.....	£16.00
100E-8501	Water pump including gasket, 100E only (old unit must accompany order).....	£58.00
100E-8507	Water pump gasket.....	£3.10
116E-8575	Thermostat.....	£7.50
EOTA-8620-C	Fan belt, 100E only.....	£7.00
204E-10884-B	Temperature sender unit.....	£14.50
100E-18488-B	Hose, heater to cylinder head (inc hose clips).....	£14.00**
100E-18488-D	Hose, heater to water valve (inc hose clips).....	£12.25**

Fuel System		
	Locking petrol cap (stainless).....	£14.95
	Fuel pump with spacer (no primer).....	£45.50
	Fuel pipe (pump to carburetor).....	£11.80
	Petrol filler grommet.....	£12.50
	Fuel Pump repair kit.....	£14.50**
100E-9276	Gasket (fuel tank sender).....	£1.60
100E-9288	Flexible fuel pipe.....	£16.90
Y-9374	Fuel pump gasket.....	£1.60
100E-9437	Hot spot gasket.....	£3.75
EOTA-9447-B	Carburettor flange gasket.....	£1.95
100E-9502	Carburettor gasket kit.....	£7.50
100E-9510	Rebuilt Carburettor (exchange-send with order).....	£95.00**
100E-9627-A	Rubber (air cleaner).....	£13.30
100E-9959	Gasket carburettor float chamber.....	£1.95
100E-9447-C	Gasket, Carb to Inlet Manifold 3/16" thick (approx).....	£2.75**
100E-9564	Valve (Carb needle) assy.....	£19.95**

Electrical		
EOTA-10001-B	Dynamo, not Popular (exchange £10 surcharge *).....	£65.00
105E-10001-B	Dynamo, Popular only (exchange £10 surcharge *).....	£65.00
105E-10043	Brush set.....	£4.75
E274-CQ-1	Pinion (starter motor drive).....	£11.00
100E-10505-B	Voltage regulator (push on terminals).....	£39.00
E0A-10505-D	Voltage regulator (screw type terminals).....	£42.00
100E-11001-C	Starter Motor (please send old unit with order).....	£65.00
105E-11057	Brush set starter motor.....	£4.75
EOTA-11135	Bush starter motor drive end.....	£4.25
EOTA-11375	Starter pinion spring.....	£4.50
204E-13007A	Headlight bulb pre focus 40 / 50 watt.....	£6.20
	Stop/tail bulb, 12v, 21/5 watt.....	£3.20
	Pre focus bulb set fits Anglia, Prefect, Popular, Thames & Vans.....	£26.50**
100E-13450B	Rear light lens, red.....	£14.95
300E-13450	Rear light lens, red.....	£14.95
EOA-13480	Brake light switch.....	£6.50
E1050-NC-1	Rear red tail light lens complete with gasket and fixing screws for Anglia, Prefect 1957 onwards.....	£10.00
100E-134641-C	Pair of rear red tail light lamp lenses.....	£17.50
50563-S		

Ignition System		
	Emergency breakdown kit comprising points, plugs, rotor arm, Condenser, fan belt and distributor cap (D Type).....	£55.50**
	Emergency breakdown kit comprising points, plugs, rotor arm, Condenser, fan belt and distributor cap (round type).....	£43.50**
	Set 100E ignition leads.....	£14.95
	12v Ignition coil.....	£44.50
100E-12029	Nut H.T. lead distributor cap (set of 5).....	£4.50
7V-12098	D type distributor only (rebuilt-exchange or £10 surcharge).....	£50.00
	Round type distributor only (rebuilt-exchange or £10 surcharge).....	£50.00
100E-12116	Distributor cap (D type).....	£25.00
105E-12116	Distributor cap (round type).....	£17.00
100E-12199	Contact set (D type distributor only).....	£14.50
EOTA-12199-C	Contact set (round type distributor only).....	£14.50
100E-12200	Rotor arm.....	£5.85
100E-12300-B	Condenser (D type distributor only).....	£9.90
105E-12300-A	Condenser (round type distributor only).....	£9.90
100E-12405-T	Spark plug.....	£4.08
	Set of four spark plugs.....	£13.00

Badges		
100E-16185 / 9	Triangular wing motif.....	£20.50
E6AJ-1	Prefect boot script.....	£16.00
100E-16606	Prefect bonnet.....	£16.00
E5AJ-1	Anglia boot script.....	£16.25
100E-16606	Anglia bonnet.....	£16.25
100E-16606-G	Popular bonnet.....	£16.25
100E-16850	Bonnet 'V' motif.....	£35.50
100E -7042514	Popular boot script.....	£16.00
	Deluxe boot script.....	£16.00

Miscellaneous		
E40GB1	Gear lever gaiter.....	£25.50
100E-17262	Speedo cable.....	£22.50
100E-7029744	Rear side window rubber per side (2 door model).....	£15.50
100E-7042084-B	Rear screen rubber-deluxe only.....	£42.00
100E-7043531	Boot T handle escutcheon rubber seal.....	£5.95
EOA-732003-B	Floor grommets-per set of four.....	£5.15
100E-7322610	Interior door handle.....	£8.95

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only.....	£7.00
105E-4676B	Pinion oil seal, 107E only.....	£12.00
107E-6020	Timing chain cover gasket.....	£2.50
	105E oil filter.....	£6.50
107E-5246-B	Pipe (Silencer inlet) assy stainless steel.....	£95.00**
105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *).....	£30.00
105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *).....	£60.50
105E-7580-B	Clutch release bearing.....	£27.00**
107E-8260	Top radiator hose, 107E only.....	£14.20
107E-8286B	Bottom radiator hose, 107E only.....	£15.40
105E-8620	Fan belt, 107E only.....	£6.80
105E-9448	Manifold gasket, 107E only.....	£7.00
107E-9959B	Float chamber gasket.....	£2.45
EOTA-1135	Drive end starter bush.....	£4.25
105E-12116	Distributor cap (round type).....	£17.00
EOTA-12199-C	Contact set (round type distributor only).....	£14.50
105E-12300-A	Condenser (round type distributor only).....	£9.90
105E-10043	Brush set.....	£4.75
105E-11057	Brush set starter motor.....	£4.75

Tools

	Rear Hub Puller (upright and 100E).....	£55.00**
	Engine Lifting Eye (screws into 3 plug hole).....	£22.50**
	8 & 10HP Valve Guide Removal Tool.....	£20.00**
	8 & 10HP Dummy valve guide.....	£18.50**

This page contains a representative sample of our latest advertisements as of 10th March 2018. A greater and more up to date list (with photographs of vehicles for sale) is on our website under 'Benefits and Services' for vehicles for sale and wanted, and 'Member Services' for items for sale and wanted.

Sidevalve is published every two months on the fifteenth of the month. For possible inclusion in the magazine, adverts **must** be submitted to the editor prior to the tenth of the month preceding publication. Classified adverts appear at the editor's discretion. This is a free service.

Adverts will be posted on the club website (www.fsoc.co.uk) as soon as possible after receipt. Please email pop.shopper@fsoc.co.uk when your item is sold/obtained.

All advertisements here are accepted in good faith. Buyers are reminded to check any expensive purchases before parting with their money.

Advice from DVLA

The DVLA may refuse to register vehicles without a vehicle identification number (VIN) and/or engine number, and may ask the Police to inspect them.

Readers are advised to think carefully before purchasing such vehicles.

E493A 1953 Prefect (once owned by Sir Patrick Moore). Great usable condition, recent engine freshen up, some period accessories, new battery, electronic ignition. May p/x for more recent old Ford. Please contact Gillan Shaw. Email: Gillanshaw@hotmail.co.uk. Tel: +447979496912. Staffordshire.

Green 1949 Ford Popular. Storage since 1996, 92140 miles. Needs battery but engine turns freely by hand. Solid body, needs reupholstering. Tyres good, 3 more plus other spares included. Contact George Sandamas. Email: gsandamas@aol.com. Tel: 07808 469 896. North London / Herts. (Non-member)

1954 Ford Fordson Pop Thames E494C Van. Runs and drives as it should. Body good and straight. Original and standard. Small oil leak (seal dried out, I think). Needs tyres. £7500 ono. Contact Anthony Milward. Tel: 07973 151 317. Email: antonymilward@yahoo.co.uk. Staffordshire. (Non-member)

Vehicles Wanted

Wanted – 1950s/1960s Ford-based Special, ideally open topped. Any condition considered, preferably complete and rolling. Please contact Colin Rabjohn. Email: Colin@logisticsworks.co.uk. Tel: 07771 806094. Northampton. (Non-member)

Rear bumper 103E. Genuine Ford. Straight & sound. No damage ever. Very little rust but needs repainting or chroming £40 + postage. Rear bumper E494A. Straight, no damage ever. Chrome not perfect but looks OK. Slight scratching and little 'bubbling' so serviceable depending on your needs £45 plus postage. King pin set (brand new complete 12 piece kit = Ford Pt.No.7W-3311) for Ford 8/10. NORS 'Nitram' brand Pt.No. MKPS22C. Price £65.00 including postage. Please contact David Minnett. Email: thev8telegraph@aol.com Tel: 0208 661 2480 (evening). Seller is Ford Y&C Register member, Surrey.

P. Olyslager Motor Manual 1966 100E from 53, Estate from 55, 300E from 54. 72 pages, damage to spine but OK, clean. Pencil notes last page. Pics of cars and diagrams. £12 inc P+P. The New Prefect Instruction Book, May 1956. 88 pages complete. Cover/backpage a little grubby but in good condition. A few pencil notes mainly on last blank page. Many B+W pics. £12 inc P+P. Contact Mark Rhodes. Email: markrhodes@hotmail.com. Tel: 07870483218. Tonbridge, Kent. (Non-member)

Perfect copy of Ford Popular Handbook, no tears/rips/marks ref x6273/1055, dated Oct 1955, orange covers. Any interest? Call Tony Barrett. Tel: 07798 502477. Email: contact@tonybarrett.co.uk. Warwick. (Non-member)

For Sale

1960 107E Prefect, two-tone blue. Recon engine, brakes, steering, etc. Many new parts. Running in. MoT 2019, Alternator, electric ignition. Many bills. Please ring for details. Contact David Lewis. Tel: 01597 851 539. Mid Wales.

Prefect 1953 black, original/sound inside and out. 12 volt. Owned 12 years/58k miles. Panhard rods. Delaney heater fitted. Good chrome generally and bumpers re-done. Excellent tyres. Contact Dave Frost. Email: lampwicks@icloud.com. Tel: 07930 305 376. Essex.

Prefect 107E, 997cc Green/Yellow. In need of restoration. Good engine and gearbox, just serviced, new brakes cylinders and flexi pipes. Running OK. £3,250. Please phone for details. Contact: Richard Healey. Tel: 07881 623 619. Email: richard.healey@talk21.com. Hemel Hempstead (Junction 8, M1).

Parts for Sale

Ford Pop 103E breaking – many parts available. Please call David Rothwell. Tel: 01704 211 908. Merseyside.

50 + short & medium valves NOS ex & in, 2 sets Terrys double valve springs 8/10hp. 1 pair E83W window winders, one new, other VGC, used 38/45, possibly modify others? Offers by phone. Contact Tim Bubb. Tel: 01691 657 218. Email: albertbubb326@btinternet.com. Shropshire.

1960 100E Interior parts. 2 front seats, rear bench seat, 4 door cards, sun visors, carpet, ashtray holders. Offers for all or part, all need some renovation. Contact Bruce Allan. Tel: 01995 610 041. Email: bruceallan@yahoo.co.uk. Merseyside.

Ballamy front IFS overhauled good condition ready to fit to upright £850. Delaney Galley heater top hose model £50. Contact Dave Frost. Email: lampwicks@icloud.com. Tel: 07930305376. Essex.

Parts Wanted

Rear bumper (driver's side) for 300E Van. Fitted type. Prefer chrome but would rechrome good painted one. Would buy pair if for sale. Contact Frank Stewart. Tel: 01324 715 984 or 07931 578 315. Email: frankstewart36@yahoo.co.uk. Falkirk.

Window winder mechanisms for early E83W pair. Contact Andrew Neal. Email: a.neal50@btinternet.com. Tel: 07484877947. South of England.

Marinised 100E engine from Albatross Marine Ltd. Aluminium boat or any Albatross parts to marinise a 100E engine. Parts include aluminium sump, timing chain cover and manifolds, SU carb gearbox, etc. Contact Jeremy Bromfield. Email: jeremy.bromfield@atkinsglobal.com. Tel: 07966714999. Essex. (Non-member)



Sidevalve

Sidevalve is published every two months on the fifteenth of the month, commencing February.

Please email your adverts to pop.shopper@fsoc.co.uk, use the advert page on the website at www.fsoc.co.uk, or post this form to:

Ford Sidevalve Owners Club
PO Box 235,
Warrington,
Cheshire WA3 5RR

Classified advertisements appear at the editor's discretion and are subject to submission to the editor by the tenth of the month preceding publication. **This is a free service** for both members and non-members, although an individual may not normally have more than two advertisements in any one issue.

Please complete this form in BLOCK CAPITALS and include your area and phone number.

The FSOC's status as a mutual trading company precludes the acceptance of paid advertising from third parties who are not fully paid-up members of the FSOC.

Trade advertisements from members whose income derives in whole or part from the sale of spares or vehicles must be pre-paid, at £10 for each 28 word insertion. Please make cheques payable to *Ford Sidevalve Owners' Club Limited*.

Advertisements must be with the Editor by first post on the 10th of the month preceding publication.

Year (e.g. 1961)	Model (e.g. 100E)	Model Type (e.g. Prefect)	
Region		Telephone (include STD Code)	Email address (if applicable)

Please indicate heading:

- ☐ For Sale
 ☐ Wanted
 ☐ Pre-war
 ☐ Post-war upright
☐ 100E/107E
 ☐ Special
 ☐ Spares
 ☐ Miscellaneous
☐ Other (please state)

Name _____

Address _____

Post Code _____ FSOC Membership No _____

Email address _____

You may photocopy this page if you prefer.



Club Officials

The FSOC is run by a committee of volunteers, who are unpaid and run the Club in their spare time. Please write to the correct official, stating membership number and enclosing a SAE. Please telephone at stated times only.

Chairman: John Porter, 105 Milton Road, Weston Super Mare, Somerset BS23 2UX. Email: sv1172@aol.com.

Company Secretary & Treasurer: Tony Young, 23 Pepingstraw Close, Offham, West Malling, Kent ME19 5PB.

Membership Secretary: Joe Wheatley, FSOC Ltd – Membership, PO Box 235, Warrington, Cheshire WA3 5RR. Tel: 07831 622075. Email: membershipsecretary@fsoc.co.uk.

Club Cashier: Mike Brocklehurst, 7 Honiton Grove, Radcliffe, Manchester, M26 3QF.

Spares 8 & 10hp, 100E, 107E: Neil Patten, Badgers Keep, Verwood Road, Wimborne, Dorset, BH21 8LJ. Email: sparessecretary@fsoc.co.uk. Tel: 01202 823088, 6.30pm–7.30pm only.

Technical Advisor, 8 & 10hp: Nigel Hilling, 16 High Close, Linthwaite, Huddersfield, W. Yorks HD7 5ST. Email: nhilling@tiscali.co.uk. Tel: 01484 843115.

Technical Advisor, 100E, 107E: Jim Norman, 7 Chaucer Place, Abram, Wigan WN2 5QB. Email: j.norman2007@btinternet.com. Tel: 01942 861043 (7.00pm–9.00pm only please).

Regalia and Books: Mark Harvey, 25 Primrose Drive, Branston, Staffordshire DE14 3GS.

Events Co-ordinator: Brian Cranswick, 18 Bellmans Grove, Broadacres, Whittlesey, Nr. Peterborough, Cambs. PE7 1TX. Email: events@fsoc.co.uk.

Website/Pop Shopper: Sally Litherland. Email: webmaster@fsoc.co.uk. / pop.shopper@fsoc.co.uk.

Publicity and Social Media Co-ordinator: Stuart Battersby. Email: Battersby56@sky.com

Sidevalve News Editor: The SV News Editor, Ford Sidevalve Owners Club, PO Box 235, Warrington, Cheshire WA3 5RR. Email: editor@fsoc.co.uk.

Regional Co-ordinator: John Duckenfield, 75 Oldfield Road, Stannington, Sheffield S6 6DU. 0114 2341550 (no calls after 9:00pm please). Email: regionalorganiser@fsoc.co.uk.

FBHVC Liaison: Mike Brocklehurst, 7 Honiton Grove, Radcliffe, Manchester, M26 3QF.

Archivist: Liam Cotton, 8 Chestnut Close, Moira, Swadlincote, Derbyshire, DE12 6EP. Email: liam.cotton@btinternet.com

Registrars (Specific Model Enquiries and DVLA Applications)

Pre-War Yvon Precieux, Cliff Lodge, 9 Cliff Road Terrace, Wemyss Bay, Renfrewshire, PA18 6AP, Scotland. Email: prewregister@yahoo.co.uk.

Assisted by Steve McKenna, 147 Burnley Road, East Rossendale, Lancashire, BB4 9DF. Tel: 07885 433496. Email: steve.mckenna@rocketmail.com.

E83W Ron Taylor, 151 Victoria Road, Ashton-In-Makerfield, Nr Wigan, Lancashire WN4 0UH. Email: ron.rontaylor@googlemail.com

Anglia, Prefect, Popular Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA. Email: sidevalveregistrar@yahoo.co.uk.

Specialist Applications Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA. Email: saregistrar@yahoo.co.uk.

Specials Ian Woodrow, The Rise, Pinkney Lane, Lyndhurst SO43 7FE. Email: specialaregistrar@fsoc.co.uk.

100E/107E Liam Cotton. Tel: 01283 219508. Email: 100ERegistrar@fsoc.co.uk.

Regional Contacts and Regional Groups

Regional groups are organised on a voluntary basis. Interests can include social gatherings offering mutual help and advice, outings, events and even holidays. To start a group in your area please contact the Regional Co-ordinator. When telephoning the Regional Co-ordinator or any of the Regional Contacts listed below, please call between 7.00pm and 9.00pm ONLY.

Berkshire: Robert Townsend 01189 691794 (landline) 07880 903154 (mobile). Email: roberttownsend@gmail.com. Please contact for details.

Bristol and South West: Ivor Bryant 01454 411028. Email: ivor_bryant@msn.com. 3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm.

Cambs, South Lincs and Norfolk: Brian Cranswick 07984 631064. Email: popular103c@yahoo.co.uk. Please ring for details.

Cornwall: Ray and Vanetta Geach, Email: vanetta.geach@hotmail.co.uk, landline: 01726 850011, mobile: 07704 882507. Please contact for information.

Coventry and Midlands: Colin Pudge 02476 678418 or 07971233642. Email: enfo56@live.co.uk. 2nd Tuesday: Queens Head, Meriden, Nr Coventry, 8.00pm.

Devon: Ian Rooke 01752 266018. Please ring for details of local activities.

Durham and NE: Darren Bell, Email: bellsec@live.co.uk, mobile: 07980 716281. Please contact for information.

East Midlands: Mark Harvey 07876 634881. Email: harve65@hotmail.co.uk. Last Thursday: The Greyhound Inn, Woodville, Derbys. 8.00pm.

East Yorkshire and North Lincolnshire: Chris and Angie Lambert-Dowell 07875 345113. Email: chris@lambert-dowell.com. Please contact for details.

Essex NE and South Suffolk: John Gater 01206 240100. Please ring for details.

Essex SW: Clive Dove 01268 726380. Email: clivescars@hotmail.co.uk. Please contact for details.

Glos, Hereford and Worcester: Brian Bedford. Landline 01432 820004. Mobile 07974 069430. Email: s.bedford45@btinternet.com. Meet 3rd Thursday of the month, location TBA. Please call for information.

Kent: Richard Greenaway 01580 892169. Email: rntgreenaway@yahoo.co.uk. 3rd Wednesday: The Early Bird Pub, Grovedown Drive North, Weavering, Maidstone, ME14 5TQ (next to Tesco on the Grove Green Estate) 7.30pm.

East Lancs: Steve McKenna 07885 433496. Email: steve.mckenna@rocketmail.com. 3rd Wednesday: Duke of Bucklegh pub in the centre of Waterfoot (between Bacup and Rawtenstall) 7.30 for 8.00pm.

London South East: Stan Bilous 020 8764 7068. Email: stan.bilous@btopenworld.com. Please ring for details of local activities.

Merseyside: Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR. Email: joe@righthandconsultants.co.uk. Mobile 07831 622075. 2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm.

North West Midlands and Welsh Borders: Julian Heath 01782 517142. Email: mail@jvce30.plus.com. 1st Tuesday: The Peacock, Nantwich CW5 6NE, 7.30pm.

North Yorkshire and Teesside: Martin Hatfield, 25 Hailstone Drive, Northallerton, North Yorkshire, DL6 1SP. Tel: 01609 771984. Please contact.

Nottinghamshire and Derbyshire: Robert Marshall 32, Florence Street, Hucknall, Notts NG 15

6EB. Tel: 0115 9556802. romarpop@ntlworld.com.

Scotland: Robin Barlow 01356 648876. Email: robinbarlow172@btinternet.com.

The Solent: Dave Barry, Email: davebarryau@yahoo.com.au, landline: 01983 863399, mobile: 07870 890383. Please contact for information.

Somerset: Tim Griffiths, 7 Rackclose Gardens, Chard, Somerset. TA20 1RG. Tel: 01460 67735. Email: rtg13@btinternet.com.

South Gloucestershire: Peter Asquith 01453 759453. Email: peter.g4ena@btinternet.com. Please contact for details.

Surrey: Fred Tutt 01372 453943. Email: fred@tutt88.plus.com. The Surrey Group maintains a list of active registered members, many of whom have a wealth of knowledge of sidevalves, and who are prepared to help and support other members. Please get in touch if you would like to be added to the Surrey contact list, or need any help or advice.

Sussex: David Pickett 01444 483350. 3rd Wednesday: The Berrick Inn, Station Road, Polegate, East Sussex, BN26 6SZ, 7.30pm.

Three Counties – Herts, Beds and Bucks: Robin Thake 01279 659245. Email: robjenthake@aol.com. 1st Monday: The King William IV, Sandridge Road, St. Albans. AL1 4AH.

Wiltshire – North: John O'Sullivan 07860 129572. Email: pjoengineeringtd@hotmail.co.uk. 2nd Thursday: the Trout Inn, Lechlade, 7.00pm.

Wiltshire – South: Sally Litherland 01722 323035. Email: salitherland@hotmail.com.

Yorkshire: Nigel Hilling 01484 843115. Email: nhilling@tiscali.co.uk. Last Tuesday at the Reindeer Inn, WT4 4RL, just off the A642 Huddersfield to Wakefield road near the Mining Museum, 8.00pm.

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Continued from page 14

Gibson is seen here with the racing car at Brooklands. Note the Brooklands steering wheel and reinforced wheels with 50 spokes.

The 10 C and CX were raced as soon as they were released. This is well depicted in Photo 4, when the Model C in strip down form could be quite lethal for driver and particularly passenger when at speed.



Photo 4

The sporting Fords (continuation)

Before the war, Ford 8 and Ford 10 Specials and racers were not unknown and certainly not frowned upon. This extends from the advent of the Model Y and Model C to the E93A. Some came with a Ford chassis/body/engine or other: Roy Clarkson used to drive a Special in Scotland in a modified Ford Eight chassis, known infamously as the Clarkson Rollerskate, into which had been coaxed a 4-litre Mercury engine. Sidevalve Fords were being raced under the likes of opportunists such as Harrison, McEvoy and Stancer Beaumont, to name just a few at this stage, each competing in various events around the country, with Donnington being an event where the 8hp

engines were required to be sleeved down to 849cc to compete in the 850cc and handicap classes. As I might get a comment from Tony Russell, I must not forget Leslie Ballamy, for as previously mentioned, others used his suspension and his tuning technical know-how to uprate and supercharge the Ford 10 engine.

There were also the famous Cork Motor races between 1936 and 1938, where the likes of Toohey and JA Thompson competed with their 933cc and 993cc Ford 8-engined Specials, and there is certainly a myriad of very interesting racers and Specials that require some mention in the immediate post-war and later years that is part of Irish motoring history. Arguments still rage as to who was responsible for starting the vogue for Ford Ten-engined Specials in trials just post-war, starting in 1946. Some say that Claude Yeates was the first, others support Reg Phillips. Others put forward Johnny Clegg with Ron Faulkner, as his Paul Special scored many successes. Godfrey Imhof's was a true Special, complete with tubular frame, swing axles and a supercharged Ford engine, later replaced with an OHV engine. Wally Waring gained many awards with his supercharged Dellow, modified to his own requirements, with WP Butterfield FMB (Ford 10), J Clegg (Ford 10 Special), B Hankins (Ford 10) and M Wilde (Ford 10 Special) all during the 1946 and 1947 seasons.

To many, Ken Wharton's famous KHA1 provided the inspiration for the majority of Ford Specials. His spartan Ford 10 engine in an Austin chassis started the telling blows that scuppered the competing Allard V8- and Mercury-engined cars, the Ford 10 unit at times taking all the honours when being sleeved down to 1081cc. Many trials Specials were first-class engineering jobs, but there was a time when freaks abounded, and only the introduction of modified trials-car regulations prevented the spread of a cult which produced

odd devices such as the Hunt Special. The Hunt Horror, as it was known, was basically a Ford Ten, but both driver and passenger were perched far back from the rear axle, and the car was steered by one of the longest steering columns in living memory. Many of the J2 MGs experienced a change to the 10hp engine, but in later years and under restoration, many were returned to their original engines with no mention of the use of the Ford unit that ideally mated with the J2 gearbox.

Competition with the Ford 10 unit fielded the many race cars and Specials that are identified in the FSOC Specials register, the more celebrated being the likes of the Lotus, Buckler, TVR, Rochdale, etc. Many builders using the pre-war and post-war 8 and 10 engines achieved fame as great engineers, with the ultimate that was in the creation of the GT40 race cars. Photo 5 shows Ken Wharton in the Wharton Ford 10 trial Special. Photo 6 shows the ex-Smithfield Ford 8 race car in the pits at the 1937 Cork race.

A snap shot

Just to round off, I found this Model Y van as shown on the inside pages of a very tattered and ancient book (Photo 7).



Photo 7



Photo 5



Photo 6

Ron Taylor

E83W Register

The 2018 season is quietly drawing to a close and the nights noticeably closing in. It seems only this morning the season started – where has it gone? And with that wonderful summer we've had, we will be thinking again about those outstanding jobs which we meant to do back-end last year but ought to be doing now in more earnest – won't we?

Anyway, congratulations to new member Lisa Preston, who has won several more first prizes with her pickup 386 XUD, which readers may remember featured in the last magazine. Lisa writes: 'A photo from the HCVS Ridgeway Run. This event starts at Henley-on-Thames and finishes at Quainton Road Railway Station. A fantastic location and a great day out, and I was totally overwhelmed to have taken home the Cotswold Wildlife Park trophy for first place in class as voted by everybody.' (Photo 1.)

Well done again, Lisa, and for any other of you E83W enthusiasts who have similar stories to tell us, keep up the good work and let's have them. And, hey! I won a first prize myself at Tatton Park in Cheshire in August – Best Classic Van. But sorry, no photo.

We extend a welcome to new members Alan Smith of Woodbridge in Suffolk and Vincent Foster of Co. Antrim in Northern Ireland. Alan is the custodian of 1954 Pickup CDX 691, now owned by the Ipswich Transport Museum and earlier Ipswich Borough Council, who had used it in their Parks and Gardens department since at least 1970. CDX has been featured in the magazine before and carries chassis number C770161, finished in green with white signwriting.

Photo 2



Photo 1

Vincent owns the E83W Woodie Shooting-brake LSL 819 which was featured in last December's magazine. Originally registered PPJ 22, but never on our Register, it lived its early life in Surrey before moving to Northern Ireland many years later. It remains a rare and outstanding vehicle.

I'm also including a shot of my E83W van UHT 78, which I told you about in August last year, now registered and with just a couple of finishing touches to do to be ready for the road (Photo 2). I might see some of you with it at events to come – I hope so.

One-off tips

Should any of you need or wish to change your ignition switch and retain the original lock/key: once removed from the dashboard, the switch is separated from its base by three bayonet pins, which allows the top assembly to come free, and then the small circular bakelite innard and brass contact can be lifted away to reveal the cylinder end.

The lock cylinder is held in the barrel-cage by a circlip. Insert the ignition key first and then release the circlip to withdraw the cylinder. Don't take the key out. When you re-insert, remember the key remains flat edge downwards. If it is installed the other way up, the switch contacts will not touch the correct terminals on the switch base when assembled, and will not work. It is a little job but correct insertion is easily overlooked (Photos 3–5).



Photo 3



Photo 4



Photo 5

Liam Cotton

100E Register

What's Cotton rabbiting on about this time? Well, don't panic, because after my plea for articles and pictures I have been absolutely snowed under... I have received three! So please, if you have the time, put pen to paper and send me your reminiscences and photos.

John Simpson is a fantastic chap. I met him first on the FSOC members Facebook site. He bought a 100E Popular earlier this year and was having trouble with his indicators. Having had similar problems with my 107E, I pitched in with my suggestions. The indicator switch is fixed on to the stator tube which passes through the centre of the steering column. This is anchored at the bottom of the steering box by a small bracket. If the bracket is not sufficiently tight or has not been fitted correctly then the stator tube and indicator switch turn with the steering; as the wiring runs through the tube, this gets wound up to the point where it breaks.

John has now successfully rewired his indicators and has secured his stator tube. He has had a few more small problems, all of which he has successfully rectified. Here is the story in John's own words.

The story of my 100E – Poppy, by John Simpson

In February of this year I had a phone call from my son telling me that he had seen a Ford Popular for sale on the internet, and it was in Thorney, near Peterborough. On the following Saturday I went to take a look at the Popular. When I saw it, I couldn't believe my eyes! The car had covered only 31,659 miles from new. It was immaculate! Looking through the mountain of paperwork it came with, I noted that the last owner had owned the car since 1997. Within the paperwork there was every MoT, bills from every part and service the car had ever received, and even the original bill of sale from 1959, and a copy of the cheque for the original purchase at £524! Also included was a pile of paper cuttings, programmes from shows the car had been taken to, and several trophies the car had won throughout the years. It was here I found the car had for many years been affectionately known as Poppy.

I just had to buy her and, after a bit of haggling, arranged for her to be delivered to



my home in Wellingborough by trailer. I just couldn't wait to give her a full-on health check. On inspecting the fuel tank, I found that the petrol had gone a brown colour where Poppy had sat for some time. I removed the tank and cleaned it out, removed the carb and took it to the FSOC spares day, where I had it refurbished and sent back to me as good as new. Once it was all fitted back in place, she started first time and ran lovely.

Now it was time to get to know Poppy on the road. I was very excited, having never driven a 100E before. Wow What an

experience! As you all know, it takes some getting used to. I covered around four very local runs until I built up the courage to take her further. Then, in June, I drove Poppy to Stowe House near Silverstone to the Festival of the Unexceptional (Hagerty); this was a 60 mile round trip. I am pleased to say the old girl and the driver made it back in one piece. Now that I have a bit more confidence in Poppy, and my driving of her, I hope to bring her to a few more meetings soon. However, I will be carrying a toolkit in the boot for the time being!

Hope to see some of you at a meeting soon!

Liam Cotton

107E Register

This issue's 107E Register page is not for the faint hearted, so if you are of a nervous disposition, please turn over. I am very grateful to Jim Norman for this contribution. It is about the effects of accident damage on the 100E/107E design, and raises some interesting points. As a good friend of mine always says, 'Be careful out on the roads.'

The 100E/107E and passenger protection, by Jim Norman

It can happen, as I can testify from bitter experience. You're happily driving your 100E when someone does something stupid and you're suddenly sitting in a pile of wreckage. Your 100E has been reduced to scrap, but how about you and your passengers? How did you fare?

The anatomy of a collision is complex. Generally, in a road traffic accident (RTA), there are three collisions: (i) the vehicle impacts the obstruction; (ii) the occupants impact interior structure (this might be the seat belt, if fitted); (iii) the passengers' internal organs impact ribs or skin. These items are not nailed down and move around inside the body. If they hit each other or other body parts, bruising occurs; this is the cause of internal injuries and can be fatal.

The physics of collisions are fairly straight forward: a moving object by definition contains Kinetic Energy (K.E.), the formula for which is $K.E. = MV^2/2$ (M = Mass or weight for simplicity, V = Velocity, or speed). Note that doubling the speed quadruples the K.E. Before it can stop, the moving object must lose all its kinetic energy by converting it to some other form, or using it to deform structure, which is why things bend.

During the collision, the vehicle decelerates rapidly (the duration of the collision is estimated at between 20 and 50 milliseconds, or 0.05 to 0.02 seconds). The part of the car in physical contact stops immediately (if, for instance, a tree is the struck object) or, at least, very rapidly. The deceleration rate is high, far higher than the human body can tolerate should the rate be passed into it. Acceleration is measured as 'g', or the rate at which a dropped object will accelerate towards the ground due to gravity, 9.81 metres per second squared, 32.2 ft/sec²

in old money. Generally, the maximum deceleration rate that the human body can withstand is around 5g; astronauts, etc. receive special training to withstand higher rates.

Accidents happen, and the motor industry takes measure to mitigate their effects: first by reducing the possibility of an accident occurring (active or primary safety features), such as better brakes, tyres, etc., then by reducing the effects of the accident on the occupants (passive or secondary safety features), by such things as padded fixtures, seat belts, etc. One passive feature is the crumple zone. As mentioned, some of the K.E. can be absorbed by deforming the car's structure and therefore not passed on to the occupants, but where this deformation takes place is vitally, in all senses of the word, important. By allowing it to occur outside the passenger space, the rate of deceleration of that space and its occupants is reduced, so improving survivability.

The 100E has a lot of space under the bonnet; this makes access to parts for repair and servicing easy, and also gives space for an effective crumple zone. This works, as does that at the rear where the boot space is utilised. Whether or not Ford deliberately designed in these crumple zones is open to debate: research of the dynamics of collisions was, at best, in its infancy in the late 1940s and early 1950s. Nevertheless, what came out was a very crashworthy shell with a very strong passenger compartment with deformable structure at either end of it. At the front, most deformation involved the chassis leg, which would bend ahead of the steering box, and the rather flimsy flich panel up to the seam of the front wing. Behind this was the far more substantial suspension mounting and the quite massive scuttle assembly, which normally formed



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8

a boundary for the deformation. Only in major collision situations would this physically move, and then in a controlled manner (see Photo 6). The deformation's taking place in front of the steering box meant that steering column intrusion was also not a feature, much to the driver's well being, and in marked contrast to the 105E Anglia. Although the structural design of the two models had many similarities, the 105E chassis leg yielded *behind* the steering box, so column intrusion on this model was a major issue.

As mentioned, personal experience demonstrates this, and a number of photos of 100Es in unfortunate circumstances add evidence. Modern vehicles do not have the same opportunity for effective crumple zones; marketing demands the maximum passenger space (for comfort) within the shortest car length (for easy parking), so the under-bonnet area is rather crowded, filled mostly by the large castings of the engine and transmission, neither of which are inclined to bend very much. With so little space available at either end of the passenger compartment, the designer has no option but to feed the forces into it, to the detriment of those inside. Some, at least, of this unfortunate situation is mitigated by technology: pre-tensioning seat belts, air bags, etc., both of which have their disadvantages too. But I contend that the 100E shell is inherently safer to start with; modern technology merely makes up the difference.

Photo 1: This 100E has removed a substantial part of the balustrade and the front end has suffered accordingly. Note, though, the gaps around the front door: all are equal and normal, showing that all deformation has

occurred ahead of the passenger space.

Photo 2: Another 100E in trouble, having picked on a tree; these don't bend much! The impact point was pretty much on the chassis leg, so placing the maximum force into the structure. Despite this, the door gaps are again normal, showing minimum if any passenger space intrusion.

Photo 3: A far more serious collision has resulted in greater deformation, the crumple zone ahead of the passenger compartment has been exhausted and some deformation of this has occurred, as displayed by the gap between the screen pillar and door. It is, though, minimal: the sill line, as shown by the chequered tape, remains straight and the overlap of the front and rear doors is minimal.

Photo 4: DFF 823 suffered severe impact damage in a corner-to-corner collision on 25th March 1989 against a much heavier Subaru estate. The comparison between the damage displayed here and that to the Prefect in Photo 3 is remarkable.

Photo 5: The car after recovery following the accident. Note that the steering wheel has not moved rearwards.

Photo 6: A view of just how far the front end was pushed back, yet passenger space intrusion was minimal. I was actually able to walk away from this. Many people commented that it was a good job we had seat belts on. In fact, no seat belts were fitted; it was the Prefect's structure which did its job.

Photo 7: A 105E which sustained a similar corner-to-corner impact as did DFF, this time against a Jaguar, and suffered similarly to the Prefect in Photo 5. Note, though, that the steering wheel has been pushed far into the passenger space.

Photo 8: The problem of finding a worthwhile crumple zone is demonstrated in this Thatcham test of the Rover 100 (Metro), admittedly not the most crashworthy of vehicles. The limited crumple zone ahead of the passenger compartment has been quickly exhausted and the forces fed further back into it. Note that both the floor and roof have yielded, allowing the bulkhead and steering wheel to move rearwards towards the driver at the same time as his momentum, despite the seat belt and air bag, is moving him forwards towards these same objects. Note the position of the yellow and black steering wheel.

Andy Main

Anglia, Prefect & Pop Register

Registrar's comment

With the sound of Slade being belted out from some of the remaining shops again not that far off, it is a timely reminder that reprinted workshop manuals and parts manuals, along with other regalia items, make an ideal Christmas present to yourself – or better still, if bought for you.

New members

An increase of six: Dave Goodwin in Kent with a 1947 E04C Fordson 5 cwt van; Clive Brown in Lincolnshire with a 1953 E493A Prefect; Brian White in Cumbria with a 1956 103E Popular; and three E494A Anglia owners: Arthur Huntley in Cleveland from 1952, and two from 1953, David Stickley in Warwickshire and Cliff Nelson in Cheshire.

Four owners changing to 103E Populars: Richard Howell in Devon and Peter Goodman in Gloucestershire, from 1954; Daniel Lord

in Essex from 1955; and Jeffrey Goodman in North Yorkshire from 1956. Two members that don't want owner details published, with a 1947 E93A Prefect and a 1953 E493A Prefect. Richard Grey in Somerset is a rejoined club member and updating his 1959 103E Popular.

Sir Patrick Moore

Newer members may be unaware that the astronomer Sir Patrick Moore, who died on 9th December 2012, was the owner of an E493A Prefect, GPN 924, that he named The Ark.

Following Patrick's death, The Ark was acquired by a new owner that then sold the registration. My comment then was: 'A well known television celebrity of many years, and a sidevalve owner, a great shame that part of Patrick's Prefect's history is now lost. If Patrick had owned a more upmarket car, would the registration then have been sold?'

Liam Cotton informed me recently that The Ark was up for sale on eBay for £4,900,

but the photograph does not feature the new registration which is still unknown to me. Has anyone now bought The Ark? (*For sale in Pop Shopper, this issue – Ed.*)

Heartbeat

I have been asked by the owner of an E494A Anglia, registration PKM 324, if it appeared in the television series *Heartbeat*? I have never watched the programme so I cannot answer the question. If anyone knows, could they please let me know so that I can inform the owner.

Nine + One, part 2

We continue with the remarkable sidevalve collection of Glenn and Tammi Walton from California.

The youngest sidevalve in the fleet is a 1957 103E Popular (Photo 5). The Popular was bought around five years ago from a Russian



Photo 5. 103E Popular.



Photo 6. Yellow Tourer.



Photo 7. Yellow Tourer (rear).



Photo 8. 1953 (Green door van).



Photo 9. 1951 (Yellow/white).



Photo 10. 1952 (red).

guy in Southern California. Glenn was told that someone had borrowed money from him and couldn't repay him, and that is how he ended up with the cars. Apparently there was a really nice Tourer but someone bought it before Glenn saw it. The Doncaster-built Popular has had a replacement engine at some time and the paintwork is in good condition. The interior is also in good condition but appears not to be original. The Popular runs and drives well, and is another in the fleet that is right-hand drive.

And now, three from the fleet of Glenn and Tammi that are not on the road.

The yellow Tourer in pieces is a 1950

but without the 10hp engine (Photo 9).

The Thames was purchased from the estate of Gary Rand in the Los Angeles area in 2011. Gary had imported English / Australian Fords for many years and had around six to eight when he passed away, plus a garage full of parts. Glenn found it advertised on Craigslist plus some other cars and the parts. The estate sale was being handled by Alan Haff, who at the time had a television programme called *Auction Hunters*. Glenn went back a few months later and purchased two more cars from Alan.

The third Thames is from 1952 and purchased in 2013 (Photo 10). This Thames came with all the parts and two engines, one a replacement 10hp and a totally rebuilt V6 Ford Mustang II engine! The previous owner had started boxing the chassis as he was going to build a hotrod. A good local friend has owned a 1952 Thames for over 30 years and Glenn has spent many nights in his garage visiting whilst he worked on it. On checking it was found that the chassis number is C690361 whilst Glenn's is C690362, so would have followed behind on the assembly line.

Export 5 cwt vans were fitted with the 10hp engine, and thus the engine and chassis numbers begin with the letter C.

Register 25 Years Ago – Sidevalve News, October 1993

The fortieth Anniversary of the 103E Popular, and an earlier appeal for the oldest survivor, brought a reply from a member that had purchased it only in the April.

This Popular has chassis number C744215, which may make it the 2,794th produced, and was sold on 29th October 1953 at a total cost of £427 9s 11d.

An Enfo Accessory list of 27 items and costs was featured.

Five 103E Populars were featured showing the two different styles of side ventilators, trafficator positions, twin wipers and a spot light.

A drive down nostalgia road could be had at a hotel near Skipton with the two day hire of a 103E Popular for £175. I was informed that the registration was 249 GTF and that a club sticker features in the windscreen of the newspaper photograph.

Registrar's comment: 249 GTF, a 1959 103E Popular, joined the register in the early 1980s with the last known owner living in Manchester.

Australian A494A Anglia Tourer that was purchased in 2011 from Alan Haff in a deal that also included a 1940 E04A Anglia Tourer (Photo 6). As can be seen, the yellow Tourer is missing quite a few parts including engine, transmission, bonnet, etc. Parts laid out show they come from more than one Tourer (Photo 7). Glenn assumes it will never run on the road again, but if nothing else it's nice to have spare parts for the 1949 Tourer.

The first Thames bought is a 1953 E493OCF and purchased in pieces (Photo 8). The second Thames bought, from 1951, was more complete

Letters & Emails

Sidevalve Editor, PO Box 235,
Warrington, Cheshire WA3 5RR

Email: editor@fsoc.co.uk

Saving my sidevalve in Canada

Dear Sidevalve,

I thought our members might be interested in the following story of preserving my 1959 Prefect sidevalve.

I purchased the car a few years ago now. I read about it in a 'for sale' message on the Internet. It had been sitting in an old church in Amherst, Nova Scotia, about 300 miles from my home in Yarmouth NS, for over 25 years. My wife and I were going to visit our son and his family for Christmas in Prince Edward Island and had to pass Amherst, so I stopped and checked it out. The body was in excellent shape and had been repainted close to the original yellow. The seller stated that it always started for him but it did not on that day. We settled on a price if delivered to my garage and it arrived early January.

My first car was an Austin that I bought in the late fifties for \$50.00, and I owned several Austin Minis during the 60s, but that is another story!

I was a while getting it started as it needed all new electrical components, new hoses, etc. However, by spring it was running and I joined the local Roaring Twenties Antique Car Club in Yarmouth, and took in some car shows also. Being the only Prefect in this end of the province that is up and running, it gets lots of attention at these events. I enjoy answering the

many questions as most have never seen one.

About six weeks ago, as I left to attend a club meeting, the engine started making noises, and was running very rough. I immediately turned around and returned home. I got the mechanic who does the work that I cannot to come and give me an opinion of the situation. He said it sounded like a main bearing. We called another, older mechanic for a second opinion and he immediately said, 'main bearing'.

Decision time!

There are no engine rebuilders closer than 200 miles from here and I had never dealt with any of them. I had a choice of replacing the engine with something from another type of vehicle or having the original one rebuilt at great cost. I decided, after explaining the situation to my wife, to go for the rebuild as I wanted to maintain the car as built in 1959.

I had the engine removed at a local repair shop and I delivered it to a rebuilder in Bridgewater NS, about 200 miles from here. I told him that if I had to have the job done then I wanted it to be a complete one, and returned home to await his estimate. Once the engine was dismantled, he advised me that it needed new bearings, pistons, rings, valves, timing chain, gaskets, etc., and advised me to sit down when he gave me the estimate. Just under what I paid for the car! At 77 years old, this is about all I have left for hobbies and my grown children have told us many times to spend our money as they are all doing fine, so I told him to go ahead.

There are no British motor parts available anywhere in this province and I recommended he use Small Ford Spares, as I have had good service from them. He stated that a British couple living in Ontario had parts and he would deal with them. Long story short, they had to order the parts and sent him the wrong ones

which had to be returned, resulting in a one month period before the job was done.

I picked up the engine and delivered it to the shop where it was removed for instalment. These were two young mechanics who had never worked on one of these motors, and after instalment they were unable to get it to start, so I loaded it on to my dolly and brought it back to my garage.

The following day I called a guy who I believe was born with a wrench in his hand, and he agreed to come give me a hand.

On hearing the engine trying to start, he said it was not turning over fast enough, so we tried boosting it from my new Jeep with no luck. Next he asked if I had a piece of rope. We towed it out of the drive and it started right off when he let the clutch out in second gear!

On returning to the garage it refused to start again. He said, 'I wonder,' and reached down and touched the starter, only to withdraw his hand with a burn mark!! The brush bearing was worn enough to allow the inside to rub on the casing. I had purchased a new brush set with bushing when ordering other parts, and once replaced it started on first pull of the start knob. Mission accomplished!

I am gently breaking it in now, and right away noticed extra power and much quieter running.

Sometimes I think I am the only one who cares, but when I leave this Earth I will leave behind an original 1959 British Ford Prefect. One of my granddaughters has told me, 'Grampy, when you don't want this car any more, I want it,' and she probably will.

Yours,

Fred Richardson

Friendly MoT garages

Dear Sidevalve,

Regarding your article about classic-friendly MoT garages, I would like to put forward our local garage whom I have been using for the last 30 years with both modern and classic cars. I have spoken to them today and they are happy to be added to any future list, as they already test many classic cars in our area.

Address as follows:

Earls Barton Auto Services Ltd
3 Titley Bawk Avenue
Earls Barton
Northamptonshire
NN6 0LA
Tel: 01604 810583

Kind regards,
Val Knights



Ian Woodrow

Specials & Sports Cars Register

Historic Sports Car Day

After a fabulous summer, the weather forecast for this year's Historic Sports Car Day at the Cotswold Wildlife Park, Burford was heavy rain. As many of the entrants are open top cars I did not expect a very good turnout. However, despite encountering torrential rain travelling to and from Burford, Burford itself remained largely dry all day with an excellent turnout of about 37 Historic Specials and Sports cars. The cars included EB 60, Falcon Bermuda, Dellow, Lotus 6s, Rochdale Olympics, Gilberts, Martin, Heron, Ashley, Buckler, Tornado, Turner, Berkeley and Andrew Shepherd's newly completed fabulous Austin 7 Special, complete with aircraft dials, switches and even a wind speed indicator. Unfortunately, no Rochdale GTs, Super Twos, Microplas or Nickris this year.

John Plant brought along his Martin Ford Special, a truly real barn find. The donor car was bought in October 1955 and a body from Martin Plastics in January 1956. The donor car is a 1949 Ford Prefect, the body is a 'Super body' from Martin Plastics at a cost of £115. They made two bodies, a Super and Standard, the difference being just the thickness which was a lot thicker in the Super. The cost of the donor car was £72 10s 0d from Lincolnshire Motor Co. The total cost of parts from Martin Plastics for the car was £169 17s 0d (Super body, lamps, radiator, door locks, w/screen,



Martin

hood and tonneau). The body was put on the car in 1956/57, and John believes the owner ran out of funds so the garage owner took the car as payment of the bill. It has been sitting in a garage/barn ever since that period. John has all the original draughtsman's drawings, all letters regarding the purchase and follow up queries including original price lists, etc., and various invoices regarding work done on the donor car before purchase.

The pictures show the car and box of bits as it came out of the barn, having been there for 50 years. The original owner's delivery address is still stencilled on and John would like to somehow keep this as he thinks it is unique, but is not sure how to yet. If anyone has any very good ideas, please let me know and I will pass them on to John as he would love to hear them.

Thanks to the Fairthorpe Sports Car Club for organising the event.

Left: Martin engine. Below: the stencilled address



Bessie – a first year of Siva ownership, by Robert Preston

This first year of Siva ownership has gone so quickly. I had not even heard of a Siva Edwardian a year ago, but I knew Bessie well from a childhood spent peeking out from behind a cushion watching Jon Pertwee save planet Earth from various aliens and monsters, with the help of that very special yellow car.

As a thorough classic car petrol-head, I spend my time virtual tyre-kicking on the internet, which is how I discovered 'my' Bessie for sale on eBay. The car had been the subject of a recent restoration by a retired mechanic. I spoke to the owner and looked in detail at the many pictures of the refurbishment. A quick google lead me to FSOC chairman John Porter's Siva website where I learned more about the history of the marque, and a visit to YouTube had me watching old episodes of *Doctor Who* featuring Bessie.

My mind was made up to buy the car, and then work got in the way. I was tied up with a project and missed the end of the auction, and 'my' Bessie was sold. Ah well, it clearly was not meant to be. But then a few weeks later, late one night as I was trawling through various classic cars for sale, I saw the immortal words 're-advertised due to time waster'. There was 'my' Bessie back on eBay with just a few hours to go, and strangely an auction end time in the early hours. Determined not to miss out again, I placed my maximum bid and went to sleep. Next morning, off I went to work, got tied up in a job, and about mid-morning remembered my late night bid, so checked my eBay account. Hurrah, I was the highest bidder!

A couple of calls to the seller later and we had arranged payment and transport for the car, which arrived early one morning on the back of a low loader. Fortunately it was everything it was described as and more, a beautifully restored example and ready to go. Only problem was it was the end of the season and 'my' Bessie went into storage for the winter.

Spring 2018, and 'my' Bessie came out of storage. FSOC membership was purchased and 'my' Bessie was insured and ready to go. Then something changed. My nine-year-old daughter, Jessica-Rose, had developed an interest in *Doctor Who* and Bessie over the

winter, watching old episodes and reading about the car. Within the blink of an eye and without my realising it, 'my' Bessie became 'her' Bessie.

Now dressed with a pair of obligatory WHO 1 show plates, 'her' Bessie became a regular at local classic car shows, with me demoted from Owner to Chauffeur. I believe that classic cars should be used as much as possible and so 'her' Bessie also featured heavily on trips for milk and also on the school run, much to the delight of Jessica-Rose, who proudly claimed ownership of the car, and her school friends who were happy to ride home in her.

I must admit fellow classic car enthusiasts were quite sniffy about her heritage, frequently saying, 'Oh, it's a kit car then,' with a suitable amount of derisory tone in their voices. This was more than compensated for by the number of 50-something grown men with a beaming smile, and sometimes even a glistening eye, who reminisced with me about their favourite *Doctor Who* episode featuring Bessie.

A mechanically trouble free summer trundled on with no recognition for Bessie at shows (much to my daughter's disappointment) but lots of fun on a daily basis. Then, in mid August, we attended the Northwest Classic Car show at Claremont Farm, Wirral.

Jessica-Rose spent all the previous day cleaning and preparing 'her' Bessie. The show was well attended and 'her' Bessie received a lot of attention, with my daughter proudly telling everyone about the history of her car and the *Doctor Who* connection. The day came to a close and we went to watch the prize giving. The last prize was for Junior members and, to a mixture of shrieks of excitement and genuine surprise, Bessie and Jessica-Rose won the Junior member's trophy.

I was thrilled for Jessica-Rose that her efforts the previous day had paid off, and thrilled for 'her' Bessie after a summer of derisory 'kit car' comments from the classic car glitterati that she had finally got the recognition she deserved.

As I write this, we are preparing for a few more events before 'her' Bessie goes into hibernation for the winter. Reflecting on our first year of trouble free ownership ('Who' knows if I will be able to say that next year?), Jessica-Rose and I have had a great time and the only regret is that we didn't get to meet many fellow Siva owners. I have emailed our chairman a few times and spoken to two fairly local owners on the phone, but other than that we have not come across anyone to share the joy of Siva ownership with.

This got me thinking about an idea to try to bring fellow FSOC members (and non-members to hopefully join the FSOC fold) together for fun and fellowship. I know they are few and far between, but I would love to hear from fellow Siva owners about their cars and experiences of ownership. Perhaps, if there is enough interest, we could arrange a get-together in 2019, which I understand from chairman John is the fiftieth anniversary of both FSOC and Siva.

If you have a Siva (or have had one), please get in touch via email: sivawho@gmail.com, and hopefully we can all share our experiences of owning one of these incredibly fun and unique cars.

Finally

Don't forget to let me know of any Specials and Sports Car restoration progress, or if there are any change of details.

Jessica-Rose and 'her' Bessie – proud trophy winners at the North West Classic Car Club annual show at Claremont Farm Wirral.



Andy Main

Specialist Applications

Imperial War Museum, Duxford, Part 2

The Thompson Mk V had very good manoeuvrability, but I do wonder how easy it was to drive when fully loaded with 500 gallons of petrol and 50 gallons of oil? (Photo 3.)

From this angle it reminds me of the early pioneer racing cars like Babs, built for the land speed record on Pendine Sands. Back

to reality: the Thompson was not built for high speeds.

Photo 4 shows the driver's controls, and a basic seat with little back rest support. Photo 5 shows the petrol meter.

Outside, next to the grass airstrip is a collection of commercial aircraft of the Duxford Aviation Society and the location of the next Ford sidevalve powered vehicle.

To be continued.



Photo 3. View forward.

If you are visiting museums, rallies, preserved railways, etc. please keep a look out for equipment/vehicles that are powered by the Ford 8 and 10hp sidevalve engine. I will be most grateful to receive any information, reports and photographs at saregistrar@yahoo.co.uk.



Photo 4. Driver's controls.

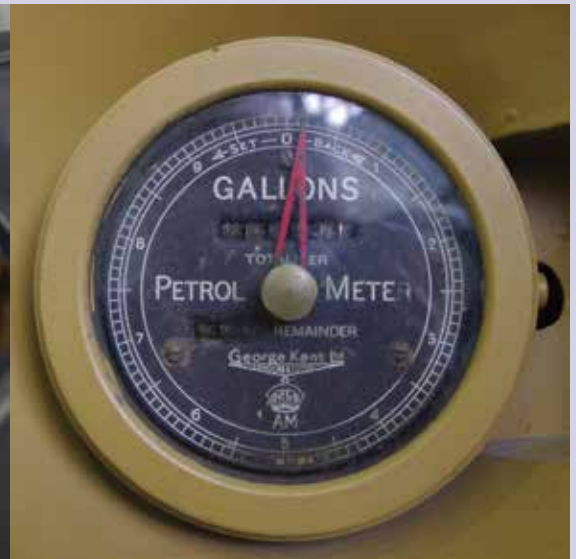


Photo 5. Petrol meter.

Our 50th Anniversary **2019 CALENDAR** is now available to order through the Member area of our website. Two prices, UK £7.50 or Non-UK (covering Europe and worldwide) £8.50. Go to the Online Store, then follow the link to Manuals & Regalia. Postal orders to Mark Harvey, our new Regalia Officer (address inside this magazine). Use the Spares & Regalia form. They are going FAST!!



Jim Norman

Hints and Tips – Part 1

Every one of our cars is at least 56 years old, and built in an age very different to today. Having spent the last fourteen years of my working life training the mechanics of the future, I know that most of these are ill prepared to deal with cars of this age, so you either find a garage where older mechanics, who understand them and are still at work, deal with your sidevalve; or, you develop the skills to work on the car yourself. This item is not intended to show individual jobs – the various manuals do that – but how to tackle work generally.

Seized fastenings

A problem with vehicles of this age, and indeed many much younger, is that the nuts and bolts are seized solid. People's attempts to free them are often ineffective in two ways: they use WD40 as a releasing oil; and they spray it on and then immediately attempt to turn the seized fastening.

WD40 is not a releasing oil. It was developed by NASA when they were having problems with moisture ingress to the electronics of their space vehicles. WD stands for Water Dispersant, and 40 is the number of formulae they tried before finding one that worked. Having found it, someone realised that this fortieth formula might have a commercial viability, and marketed it under the imaginative name of WD40. It does have some penetrative qualities, and also some lubricant qualities, but these are low down the scale.

The stuff you want is 'Plus Gas' (Photo 1), designed specifically for the purpose, and even this needs time to work. Ideally, you want to deluge the fastening at least the day before work commences, and give it another spray half an hour before beginning work. And if you can't get Plus Gas, try ordinary vinegar.

Once the fastening begins to move, it might later begin to tighten again. Don't simply apply more torque but wind it back again half a turn or so. What is happening is that the rust and dirt on the part of the fastening where the threads protruded and were not covered has come into contact with the mating thread, and is binding. Retightening allows this to fall away. Now undo a full turn, tighten half a turn, and so



Photo 1

on until the fastening is free, in a similar manner to tapping a thread.

Another releasing agent is diesel. If you're dealing with small parts, drop them into a covered container of diesel fuel. Unlike petrol, diesel does not produce lots of inflammable vapours so is relatively safe, but don't take chances such as having naked flames in the area. It is also good at freeing seized pistons: pour it down the bores, leave it for a week and when you return, you'll have a free turning engine.

Tight fastenings

Many nuts and bolts are torqued up very tightly, such as cylinder head bolts. Over time, a seal forms between the threads of the two mated components, and applying plenty of torque via a long strongbar merely results a sheared bolt or stud. To break this seal involves sending a vibration down the length of the stud by hitting it smartly with a hammer from several directions. You need to give fairly heavy blows with, say, a 2lb hammer. If the fastening's head is inaccessible then a steel drift can be used to deliver the hammer's blows.

Split pins

These often seize in their holes and can be very

difficult to remove, so why bother? Trim off the protruding ends, place a good fitting socket or spanner over the nut, and unwind it. The castellated nut will shear off the split pin easily enough. If the component still containing the remains of the pin is to be replaced, no further problem; if it is to be refitted then it can be taken to the workbench, where it is far more accessible, and the pin either drifted or drilled out. If the latter, the drill must be kept 'square' to the job, but the pin is soft iron while the component is comparatively hard steel, so the drill bit tends to follow the hole anyway.

When fitting split pins, the important thing is to make the ends neat so as not to have the sharp ends dangling in the air and likely to cause injury to anyone working in the area. Photo 2 shows how they should be finished.

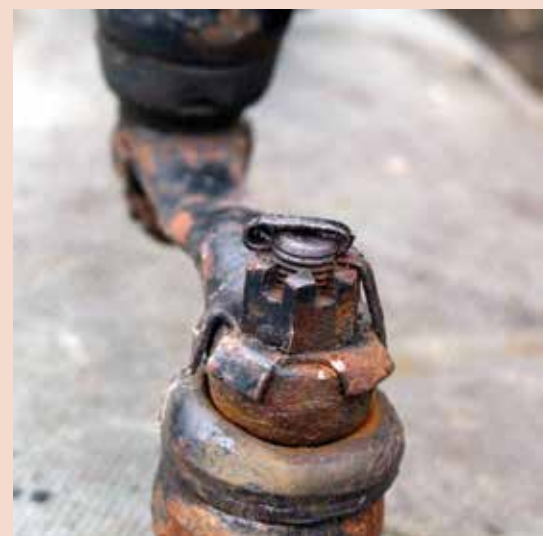


Photo 2

Tightening sequences

These are given for such things as cylinder head tightening, but in general terms should also be used in circumstances where a circle, row or similar of fastening is encountered, as in Diagram 1. Simply following the fastenings around the circle can lead to distortion and the object running out of true. The object should be tightened evenly by taking the tool across its centre so all sides are pulled up evenly. It should also be tightened progressively, 'nipped' up at

Clamping brake hoses

There are dedicated hose clamps available, but I don't know a mechanic who actually owns one. Most use vice grips, the careful ones with a pair of spanners either side of the hose (see Photo 3). Clamping a hose is useful if, for example, you are replacing a wheel cylinder at one wheel only; it prevents the loss of all fluid and the need to bleed the entire system. This photo appears in *The Book* and also in *Sidevalve News*, October 1995, and I recall receiving some earache from some members of the committee for suggesting such an unprofessional dodge. I was working at the college teaching Motor Vehicles at the time, and having read the email, walked out into the workshop where another lecturer was demonstrating how to clamp off a brake hose - using a pair of vice grips! What looks unprofessional to the amateur is often the



Photo 3

professional way to do the job. You must, though, set the grips to the minimum force necessary to stop the fluid passing through; excess pressure will damage the hose, but using the spanners as pictured reduces the possibility.

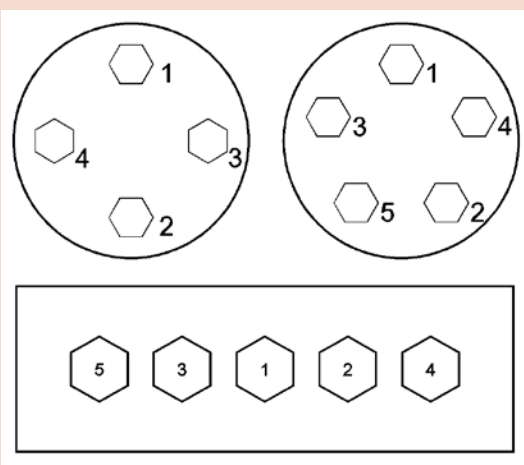


Diagram 1

first and then taking several circuits with the spanner, until the final torque setting is achieved. Loosening should be in the reverse order.

John Porter

Herefordshire Ramble

We had arranged to meet up at Cheltenham Racecourse, as it was an easy-to-find starting point for Paul Reddell and Colin Pudge from the Midlands, and me from the South West. Unfortunately, the chief architect of the trip (Dave Carden) was missing somewhere in Europe. So, only three musketeers. One of the problems with coming from Weston Super Mare is missing that M5 motorway!

Long gone now, but the weather was in that sunny period of our best summer for years. We set off for Newent, which was to be our base. An odd choice? Well, it was a convenient location for branching out to go to Much Marcle and any visits to local attractions. A fortunate happenstance was that long time member of the FSOC, Phil Birch, was on hand to give us some local knowledge and advice. In fact, he went further than that and planned a 100 mile

Photo 1. The local group.

tour of the Brecon Beacons! More of that later. As it happened, our first evening coincided with the local group meeting just south of Hereford. Phil kindly convoyed us to the Wheatsheaf pub where we met with some of the local members led by Brian Bedford (regional contact for the area). We certainly swelled the ranks that evening (Photo 1).

Back to this tour of the Brecon Beacons, which was very traffic free except for a brief foray on the A40 – always good for the nerves! Naturally the first stop was for a coffee break at a farm that you would not easily find unless you knew it was there. It was immediately noticeable that the Brecons were more forgiving for low-powered sidevalves with three gears than was Yorkshire for the last two years. The first part was through the valley bottom on small sidevalve-sized lanes, with a stop at a

ruined abbey part way along (Photos 2-3).

The main event of the tour was, of course, the Much Marcle Show, which is a two-day, all-weekend event (Photo 4). One of the main attractions was the working weekend in a neighbouring field where the standing crop was cut, threshed, straw baled and then various forms of tillage performed by eager participants – all done with classic tractors and machinery. One of the highlights was a Marshall combine harvester powered by a Ford 10 – running very sweetly with no vaporising over the two days, despite the heat! (Photos 5-6.) This interim design bridged the gap between the stationary threshing machine, where the crop was brought to a single point, and the self-propelled combine that lifted the crop in the field and delivered the harvested grain in bags in one operation. It was not a commercial success





Photo 2. Coffee stop.



Photo 3. The Beacons.



Photo 4. Much Marcle.



Photo 5. Marshall combine.



Photo 6. Marshall combine.

due to the rapid technological changes that were happening (even in the 1950s) – mainly by Massey-Harris with their expertise on the grain lands of Canada and the US.

The FSOC had a good attendance over the weekend with a 7W, E493A x 2, E494A, 100E Escort, 300E Van and the Siva, but were dispersed over the classic car area. There was also a lone 103E Popular but unfortunately we never saw the owner. Photo 7 shows three sidevalves in the show ring: Annette Smith with an Anglia, Colin Pudge with the 300E Van (from the Bailey Collection, Hinckley) and Brian Bedford with his ex-police Prefect.

We did manage to visit some local attractions in the Coleford area: the Clearwell Caves (iron ores and precious ochres – GL16 8JR) and Dean Heritage Centre nearby (GL14 2UB). Not only were these well worth visiting, but the journeys to and from were much sidevalve motoring roads in beautiful scenery.

Photo 8 shows Paul Reddell and John Porter discussing the mechanical details of a discarded underground locomotive from the Clearwell Caves mine. This old mine is a mine (!) of information and you can spend a good few hours here. If it is as hot as it was this summer then the cool of the underground caverns will really be appreciated – we actually felt cold! We dropped into the Dean Heritage Centre on the way, although we were almost the only visitors as it was late in the day. One of the strangest experiences was a set of wooden boxes for visitors to sniff and guess the source – from pit ponies to foxes ... I also saw and learnt what a Gruffalo was (Photo 9). I certainly will not win the best dressed award anytime soon – but it was hot.

The ball of feathers in Photo 10 came into the Glasshouse pub (Cliffords Mesne) as we had dinner on our final evening. Apparently it was there for socialising with people. Bred in captivity at the local Bird of Prey Centre, this baby condor is destined for life as a show girl at the centre.



Photo 7. Three sidevalves at Much Marcle.



Photo 8. Mining museum.



Photo 9. One's a Gruffalo.



Photo 10. Condor.